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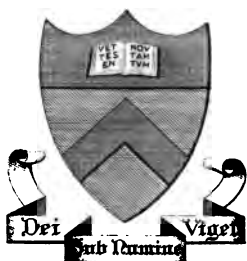
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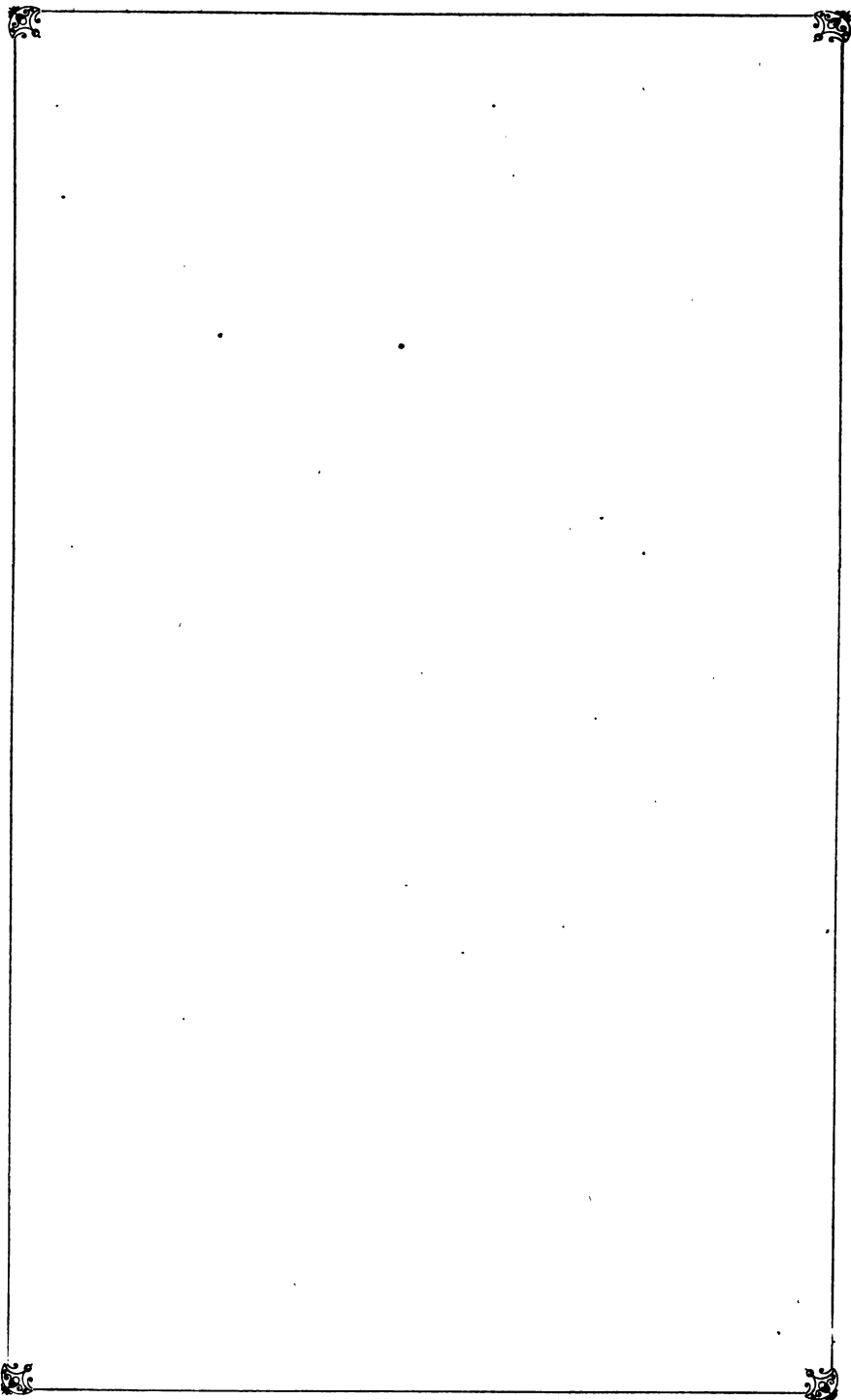




TWELFTH  
ANNUAL REPORT  
OF THE  
BOARD OF DIRECTORS  
OF THE  
PITTSBURGH, FT. WAYNE & CHICAGO  
RAILWAY COMPANY,  
TO THE  
STOCK AND BONDHOLDERS,  
FOR THE YEAR ENDING DECEMBER 31, 1874.

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PITTSBURGH:  
W. G. Johnston & Co., Printers, Stationers and Book Binders, 57 & 59 Wood Street.  
1875.



# CLASSIFICATION OF BOARD OF DIRECTORS.

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## FIRST CLASS,

Whose term of service expires at the Annual Election, 1878.

*Springer Harbaugh,*  
*Pliny Hoagland,*  
*R. R. Springer.*

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## SECOND CLASS,

Whose term of service expires at the Annual Election, 1879.

*Kent Jarvis,*  
*John Sherman,*  
*Thomas A. Scott.*

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## THIRD CLASS,

Whose term of service expires at the Annual Election, 1876.

*Geo. W. Cass,*  
*J. F. D. Lanier,*  
*S. J. Tilden,*

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## FOURTH CLASS,

Whose term of service expires at the Annual Election, 1877.

*W. B. Ogden,*  
*Jesse L. Williams,*  
*L. H. Meyer.*

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ANNUAL MEETING  
OF THE  
STOCK AND BONDHOLDERS  
OF THE  
PITTSBURGH, FT. WAYNE AND CHICAGO  
RAILWAY COMPANY.

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Pursuant to notice, the stock and bondholders met at the office of the company, in the city of Pittsburgh, on Wednesday, the 17th day of March, 1875, at 12 o'clock, A. M.

The meeting was organized by appointing John Birmingham, Esq., of Pittsburgh, Pa., Chairman, and F. M. Hutchinson, Secretary.

When,

Geo. W. Cass, President, presented the twelfth annual report of the Board of Directors, which was read by the Secretary.

On motion of R. R. Springer, Esq., the following resolution was adopted:

*Resolved*, That the report of the Board of Directors, for the past year, be approved; and that the Board be requested to have the same published in the usual form, without delay, and distributed among the stock and bondholders.

On motion of D. B. Sutton, Esq., the following resolution was adopted:

*Resolved*, That in accordance with the recommendation made in the report of the Board of Directors for changing the time for holding the annual meeting of the stockholders, it is hereby agreed, that from and after this date, the annual meeting of the stockholders shall be held at the general office of the company, city of Pittsburgh, on the third Wednesday in May.

L. H. Meyer, Esq., offered the following preamble and resolution, which were adopted, viz:

WHEREAS, Number eighty of the laws of the session of 1869, of the Legislature of Pennsylvania, provided that after the directors shall have been duly classified,

"The stock and bondholders shall elect only the number of the Board of Directors necessary to fill the vacancies created by the expiration of the period of services fixed as aforesaid."

WHEREAS, The advertisement for an annual election, in accordance with the aforesaid law, was made only for and with reference to the election of three directors, whose regular term of office expires to-day.

WHEREAS, By the death of J. Edgar Thomson a vacancy has occurred in the Board of Directors, whose term of office expires in 1876, which vacancy the Board has not filled.

*Now, therefore Resolved*, That this meeting suggest to the Board of Directors the early filling of the aforesaid existing vacancy, by the election of J. N. McCullough to take the place of J. Edgar Thomson, deceased.

No further business being before the meeting, on motion the Chairman adjourned the same, *sine die*.

F. M. HUTCHINSON, *Secretary*.

# ANNUAL REPORT

## OF THE

# PITTSBURGH, FT. WAYNE AND CHICAGO

## RAILWAY COMPANY.

*To the Stockholders and Bondholders of the Pittsburgh, Ft. Wayne and Chicago Railway Company:*

For your information, your Board of Directors present, in this form, a statement showing the operations of the railway for the year 1874, as reported by the lessee, under the provisions of the lease.

## STATEMENT,

UNDER THE FIFTEENTH ARTICLE OF THE LEASE, SHOWING THE EARNINGS OF THE PITTSBURGH, FORT WAYNE AND CHICAGO RAILWAY, AND THE EXPENDITURES FOR ACCOUNT OF THE REPAIRS, RENEWALS, REPLACEMENTS, IMPROVEMENTS AND EQUIPMENT THEREOF, DURING THE YEAR ENDING DECEMBER 31, 1874.

### EARNINGS.

Earnings from Passengers, - - - - -	\$2,340,986 08
“ Freight, - - - - -	5,841,960 68
“ Express Matter, - - - - -	149,301 00
“ Mail, - - - - -	140,850 00
“ Rents, - - - - -	14,927 40
“ Rent of Railway, - - - - -	98,895 20
“ Miscellaneous, - - - - -	12,552 10
	\$8,599,472 46

## EXPENDITURES.

## REPAIRS, RENEWALS AND REPLACEMENTS.

Repairs of Passenger and Freight Stations, - - -	\$ 59,819 42
“ Eng. Houses, Machine Shops & Turn Tables, - - -	12,336 85
“ Locomotives, - - - - -	304,096 61
“ Cars, - - - - -	547,641 44
“ Tools and Machinery, - - - - -	16,270 01
“ Water Stations and Fixtures, - - - - -	28,213 59
“ Bridges, - - - - -	56,731 63
“ Fences and Roads, - - - - -	26,712 37
“ Foremen and Watch Houses, - - - - -	1,666 50
“ Hand Cars, Trucks, &c., - - - - -	8,456 23
“ Track Labor, - - - - -	917,559 68
“ General Office, - - - - -	530 46
Ballast, - - - - -	92,928 82
Incidentals, - - - - -	13,954 35
Superintendence, - - - - -	62,061 65

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\$2,148,979 61

## IMPROVEMENTS AND EQUIPMENT.

Ballast, - - - - -	\$ 3,338 91
Bridge Masonry, - - - - -	18,423 89
Bridge Superstructure, - - - - -	42,154 48
Cars—Passenger, - - - - -	58,758 20
Cross Ties, - - - - -	6,596 61
Engine Houses, - - - - -	113 26
Engineers—Salaries of - - - - -	15,045 33
Frogs, - - - - -	1,159 72
Grading, - - - - -	8,381 68
Incidentals, - - - - -	50 00
Iron and Steel Rails, - - - - -	205,778 39
Locomotives, - - - - -	35,764 91
Machinery for Shops, - - - - -	1,318 00
Machine Shops, - - - - -	18,943 34
Real Estate, - - - - -	48,035 50
Right of Way, - - - - -	5,934 80
Spikes, - - - - -	1,282 18
Splices and Bolts, - - - - -	1,787 28
Stations and Warehouses, - - - - -	339 15
Street and Road Crossings, - - - - -	111 37
Track, Labor Laying, - - - - -	2,170 27
Fuel and Water Stations, - - - - -	1,900 95

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\$477,388 22

Signed,

J. P. FARLEY, Auditor.

After deducting from the gross receipts (\$8,599,472.46) the expenditures on the property for maintenance, construction and equipment, (\$2,626,367.83) there remains a balance of

\$5,863,104 63

But of this sum the lessee paid - - - - - 3,125,695 52

\$2,737,409 11

As shown by their report, as follows:

## STATEMENT

OF SUNDRY DISBURSEMENTS MADE UNDER THE LEASE DURING  
THE YEAR 1874.

Interest on 1st Mortgage Bonds, - - - - -	\$ 728,700 00
“ 3rd “ “ - - - - -	140,000 00
“ Construction Bonds, - - - - -	7,000 00
“ Equipment “ - - - - -	80,000 00
“ Bridge “ - - - - -	12,000 00
Sinking Fund, 1st and 2nd Mortgage, - - - - -	104,100 00
Dividend on Capital Stock, - - - \$1,380,000 00	
“ Guaranteed Special, 287,000 00—	\$1,667,000 00
Transfer and Registral, - - - - -	9,000 00
Organization, - - - - -	10,000 00
Taxes—State, City and County, - - - - -	273,681 51
Joint Earnings Paid C. & P. R. R., - - - - -	79,448 98
Taxes on Capital Stock and Bonds, - - - - -	14,765 03
	<hr/>
	\$3,125,695 52

According to these figures, the lessee would have still remaining \$2,737,409.11 to pay the balance of the operating expenses, and for profits on the lease. The operating expenses in full have not been furnished to your Board, and therefore the profits on the lease for the year cannot be stated. In the report to the Auditor General of Pennsylvania, the lessee gives the *receipts* and *expenses* or payments for the year 1874, as follows:

## RECEIPTS.

Passenger, - - - - -	\$2,347,382 00
Freight, - - - - -	5,836,455 87
Mail and Express, - - - - -	290,151 00
Rent of Railway, - - - - -	98,895 20
Miscellaneous, - - - - -	24,579 83
	<hr/>
	\$8,597,463 90
New Castle and Beaver Valley R. R.—Gain, - -	81,988 71
	<hr/>
	\$8,679,452 61
Lawrence R. R.—Loss, - - - - -	3,713 89
	<hr/>
	\$8,675,738 72

## PAYMENTS.

Construction and Equipment, - - - - -	\$ 364,011 94
Maintaining Railway, - - - - -	<hr/>
Machinery and Operating Expenses, - - - - -	4,784,976 86
Taxes of all kinds, - - - - -	288,286 30
Dividends, - - - - -	1,667,000 00
Interest on Mortgage Debt, - - - - -	1,071,800 00
Miscellaneous, - - - - -	90,000 00
Surplus, - - - - -	409,663 62
	<hr/>
	\$8,675,738 72

There are one or two discrepancies between the report to the Auditor General of Pennsylvania and that to your Board; but as the latter was the last made, I presume it contains items which were not known when the former was made up, and is therefore the correct one.

It appears, then, from those reports that all of the receipts from the operations of the road have been expended on the property, and in the payment of dividends, interest and sinking fund, excepting \$409,663.62, which, with the amount claimed to be expended for "*Improvement and Equipment*," if allowed, would make the profits to the lessee growing out of the operations of the lease for 1874, \$873 675.56, or about 10½ per cent. of the gross receipts.

The traffic receipts for the year were less than the year previous, by nearly one million dollars, or a falling off of nearly one-tenth. The law which produced this result was universal, and there was no way by which this property could escape its application, while all the great railway lines of the country were alike affected.

While the falling off in the gross receipts was nearly all in the freight traffic, it is worthy of remark that there was a slight increase in the gross tonnage, growing out of the increased local business of the road.

The through tonnage fell off about 12 per cent., and the receipts therefrom by a larger per centage.

The following Tonnage statement is furnished by lessee:

## STATEMENT

OF TONNAGE AND MILEAGE FOR YEAR 1874, COMPARED WITH 1873.

GROSS TONNAGE.				MILEAGE.		
	LOCAL.	FOREIGN.	TOTAL.	LOCAL.	FOREIGN.	TOTAL.
1874, .....	1,497,094	812,034	2,309,128	144,269,758	320,426,432	464,696,190
1873, .....	1,365,818	926,826	2,292,644	129,570,211	350,347,218	479,917,429
Increase, ....	131,276		16,484	14,699,547		
Decrease, ....		114,792			29,920,786	15,221,239

The Executive Committee of the Board, in October last, instructed the Consulting Engineer, Mr. John B. Jervis, to make a thorough personal examination of the leased property, with a view of ascertaining if the fifth article of the lease was complied with; and that you may know the material condition of the property, a copy of the report of Mr. Jervis is hereto attached. A copy of the report of Mr. Jervis was sent to the lessee, and especial attention called to certain portions of it. To these portions of the report, the President of the Pennsylvania Railroad Company sent a reply of the General Manager, which is also appended.

It may be that the Consulting Engineer had fixed in his own mind a higher standard of perfection than ought yet to be expected of the property—and which will be attained to hereafter—as the General Manager for the lessee is doubtless in error in some of his statements, particularly as to the condition of the station houses. The President has been twice over that portion of the railway, between Pittsburgh and Fort Wayne, within the past two weeks, and reports favorably as to its condition, so far as could be judged from passing over it in the regular passenger trains.

The capital account on the 1st of January was as follows:

Capital Stock,	-	-	-	-	-	-	-	-	-	\$19,714,285	71	
Scrip,	-	-	-	-	-	-	-	-	-	15,085	71	
Guaranteed Special Stock,	-	-	-	-	-	-	-	-	-	4,100,000	00	
										<u>\$23,829,371</u>	42	
1st Mortgage Bonds,	-	-	-	-	-	-	-	-	-	\$5,250,000	00	
2nd " "	-	-	-	-	-	-	-	-	-	5,160,000	00	
3rd " "	-	-	-	-	-	-	-	-	-	2,000,000	00	
Equipment, " "	-	-	-	-	-	-	-	-	-	1,000,000	00	
Old Construction Bonds,	-	-	-	-	-	-	-	-	-	100,000	00	
Ohio and Penna. Bridge Bonds,	-	-	-	-	-	-	-	-	-	25,000	00—\$13,535,000	00
										<u>\$37,364,371</u>	42	

The Treasurer's account, showing the special items of disbursement, on account of the ten thousand dollars, which by the terms of the lease is received for maintaining the corporate organization of the company, is appended. Since April last, the Board has but three persons in receipt of regular pay, to wit: The Secretary and Treasurer, the Clerk to the Executive Committee, and Messenger.

The Board had expected to be able to present with this report a detailed statement from the Trustees, of the operations of the sinking fund from 1863 to the 31st of December last; this they regret to say they have not been able to accomplish, owing to the absence of one of the Trustees, (in Florida) and the pressing public duties of the other (Governor Tilden.) We can, however, state that the whole amount received by the Trustees, from 1865 to December 1st, 1874, including the amount collected on coupons cut from the bonds in the "sinking fund," is \$1,449,760.25, and that they have purchased for the sinking fund of

First Mortgage Bonds,	-	-	-	-	-	-	-	\$	664,000	00
Second " "	-	-	-	-	-	-	-	771,500	00	
In all,	-	-	-	-	-	-	-	<u>\$1,435,500</u>	00	

And that they have cash on hands applicable to the purchase of more bonds, \$148,175.20.

All of the recognized debts of the company, arising out of the construction and operation of the railway prior to the lease, have been paid, excepting a balance of \$1,000, due in October of this year, for property bought in Fort Wayne some years ago. The dis-



puted claims against the Company are in process of settlement, some by compromise and some by suit. The larger claims are all in suit, and may not be finally determined for two or three years, but in the meantime are annoying and vexatious.

At the date of the last report, \$10,000 of the equipment bonds, due March 1st, 1873, had not yet been presented for payment; soon after these \$10,000 were paid, and the whole issue of \$1,000,000 was destroyed by burning to ashes, witnessed by two members of the Executive Committee, and also by the Trustee and an officer of the Pennsylvania Railroad Company.

The Trustees of the Ohio and Pennsylvania Railroad bridge bonds, have given notice that they have sufficient money in the sinking fund to redeem the balance (\$25,000) of said bonds outstanding.

For greater convenience and comfort, your Board recommend that future annual meetings of the stockholders be held in either of the months of May or June.

By order of the Board of Directors.

G. W. CASS, *President.*

PITTSBURGH, March 17, 1872.

## F. M. HUTCHINSON, Treasurer, in account with Fund for Maintaining Organization of Company.

DR.

CR.

1874.

Dec. 31. To Amount received from Lessee ..... \$10,000 00

1874.

Dec. 31. By payments as follows :

Amount paid President, salary, including quarter ending Dec. 31, 1873 .....	\$1,500 00
Amount paid Secretary and Treasurer, in- cluding quarter ending Dec. 31, 1873 ..	4,115 85
Amount paid Clerk Executive Committee,	850 00
“ “ Messenger, including quarter ending December 31, 1873 .....	1,175 00
Amount paid printing Books, Stationery, Advertising Annual Meeting, &c.....	530 53
Amount paid Fuel, Light, &c.....	20 17
To Balance .....	1,808 45
	<u>\$10,000 00</u>

\$10,000 00

*To the Executive Committee of the Pittsburgh, Fort Wayne and Chicago Railway Company:*

GENTLEMEN:—During the latter part of October and early part of November instant, I visited the line of your railway for the purpose of a general examination of its condition, as required by the fifth section of your lease to the Pennsylvania Railroad Company, and submit the following

## REPORT

### IN RELATION TO THE TRACK OF THE RAILWAY.

I found the *eastern division* much improved, as compared with its condition in the fall of 1873, and especially improved, as compared with its condition in the spring of that year. During the years 1873 and 1874, as reported to me by the officers of the lessee, 9,000 tons of steel rails had been put down. There was evidently much improvement in the cross ties. There had been previously laid between one and two thousand tons of steel rail, making the total of steel rail on this division about 11,000 tons. This substitution of new steel rail in the place of the most worn iron rails, and with the improvement in the cross ties, has made the track of this division a very fair one. Regarding the condition in the spring of 1873, the progress of improvement in the track has been very satisfactory.

Regarding this as one of the great trunk lines of the country, I cannot say it is what it should be. There is still a want of new rails, that must be supplied before the line will be able to meet satisfactorily the demands of the traffic that should seek this route. On this point I do not mean to complain, but rather take the progress that has been made, as an earnest that it will be continued until the entire track shall be in a condition to most economically and effectually provide for the large and increasing traffic that naturally seeks this route.

## TRACK OF THE WESTERN DIVISION.

I found this track very well adjusted, and in as good condition as the many over-worked rails would permit. The officers reported to me that they had laid down 3,000 tons of new steel rails, and 4,500 tons of new iron rails. It was very evident, in places, that new rails had been laid down; but I did not realize that so large an amount had been laid, as reported above. Probably the new iron rails had been laid in short pieces, and not so readily noticed as when several miles were laid continuously, as was the case with the steel rails. However this may be, there is on this division a great want of new rails, in order to bring the track up to the condition required by its large traffic. It is considerably improved from its condition of last year; and though the traffic is not as heavy on this as on the eastern division, it is not so much less as to warrant material neglect. More new rails are required to put it in good condition for its traffic; and as observed in relation to the eastern division, the progress made may be taken as an earnest of perseverance in bringing it up to a proper standard, though less manifest than that on the eastern division.

I have to notice, what I have stated in former reports—the want of sufficient attention to the side drains of the track. I am aware there is a difficulty in this, arising from insufficient width in original cuttings. But the only way is to cut these out by steady plans of operation, every year improving, and at least with such advance as may be sustained by the increasing traffic. This will soon afford good drainage, which is indispensable to maintain a good track in all weather. I advise in all the new cuttings for second track, that the subject of drainage be carefully considered, as I am satisfied it is very important, and in fact indispensable to maintenance of a good track.

The material for good ballast is not abundant on this railway, and in many cases that used is too sandy, and often very fine sand, particularly on the western end. This fine sand requires frequent renewal to restore the waste under the action of wind and heavy trains. It is also objectionable on account of dust, and I think the time not far off when it will be economy to introduce broken stone. The McAdamized ballast will be more expensive in the first outlay, but it will be far more durable. It will obviate the difficulty of dust, both to passengers and machinery.

## ROLLING STOCK AND SHOP MACHINERY.

On both divisions the rolling stock appears to be in good condition, though the force in the shops has been greatly reduced. This last circumstance shows clearly there is a more liberal provision in the shop, tools and buildings than required for the need of ordinary repairs. I notice that quite a number of the older class of engines have been rebuilt, some of them entirely new. This is a favorable indication. The same process is going on more or less in the coach and car department. The small force that seems sufficient for this, shows that the shop appointments are adequate to maintain repairs for a much larger traffic. This shop provision has been largely overpaid the past two years, in building new rolling stock, the suspension of which is the cause of the present surplus in this department. It is therefore evident no further enlargement will be needed for some time to come. There is yet considerable new rolling stock authorized to meet the requirements of "increased traffic," but the work has been suspended on account of the check to increase, by the revulsion of trade. There can, however, be no reasonable doubt the natural increase will soon be resumed, if not on so rapid a scale, on a more steady and healthful basis.

It gives me pleasure to report so favorably on these essential features of the work, namely: The rolling stock and track. What has been done and is now in progress inspires confidence that the lessee intends in good faith to fully meet the wants of the traffic. I would be glad to see as good progress in some other parts, and hope this will result after the more important are well settled.

The lessor constructed an iron bridge over the Allegheny river at Pittsburgh. This was carefully painted at the time of construction. The upright parts of the iron are still in a fair state of preservation. Those parts that have large horizontal surfaces, especially those below the bed of the track, gather dust and dirt. The rain and condensed steam that falls and lodges on such parts, keeps the dust and dirt in a moist or wet state, soaking and impairing the paint, and causes the iron to corrode and waste its strength. Scales of corroded iron can be taken off at many places. In most cases the only protection against this evil is to have the dust and dirt cleaned off, and a heavy coat of re-painting put on. I called the attention of the lessee to this subject on my first visit for this kind of examination, but notwithstanding, nothing has been done.

The committee will recollect that they have authorized several wooden bridges renewed with iron, and most of them have been put up. These have been mostly painted as at first put up. Those first built, so far as I have learned or seen, have had no further attention to the painting, and are liable to the same complaint as made on the Allegheny bridge. Even where re-painting may not be necessary, the dirt and dust should be frequently cleaned off, to prevent the destruction of the paint. In some cases wooden boxes may be so fitted over the iron as to keep the dust and dirt off, and so less painting would be required.

In previous reports I have called attention to this subject, and do not think it necessary to say more at this time. If the iron in those bridges is not well protected from corrosion, the durability will be materially reduced, and of consequence the advantages of building with durable material will be so far lost. The lessor increases additional liability to secure more permanent and durable work, so that in case of reversion the work will have a correspondingly increased value, and this will not be realized if the works are not well maintained.

The lease provides for the substitution of iron or stone in place of wooden bridges. I therefore suggest that in future requisitions the relative expediency of stone or iron be carefully considered; when a durable stone can be had at such expense as would be proper, that stone be used instead of wood, in all cases where the situation admits the proper height for arching. It is not necessary to adopt an expensive kind of mason work. Plain, well bonded work in good cement, is quite sufficient. Such work may be relied on for greater durability than any other—and this is the object that especially interests the lessor.

I have heretofore noticed the want of attention to the painting of buildings. Not much change, however, is manifest in this respect. There are two objects in painting, namely: The preservation of the wood work, and the character it gives the property. Most of the buildings are of brick, with slate roofs. The doors, windows and cornices are generally of wood; the latter need paint to preserve them from decay, as already more or less evidence in the decay of especially sash and cornices. Of course, the lessee must renew these as it becomes necessary. In regard to the character, it is evident the want of paint gives an air of neglect, and demoralizes the aspect of the line. This is most manifest in relation to passenger houses. Let a passenger, of even moderate culture, see the station house of

the lessee at Altoona, with its neat order and convenient appurtenances, and then contrast with some on your line, will he hesitate to speak well of the former, in contrast with some of your stations? Some of your stations are old, and were never well appointed. It would be difficult to give these a pleasant aspect, and no doubt they must be re-constructed at no distant day. Some stations that are more modern, as Fort Wayne, are quite inadequate to provide properly for the accommodation of passengers. There are several good passenger houses, but the line is still deficient in this class of accommodation. If it is to be made an inviting passenger route, improvement must be made, and when made must be kept up in neat order, so that a passenger in waiting will not feel in duress with unpleasant surroundings, in addition to the irksomeness of waiting for the train. Seeing everything in neat order, he must be more than a barbarian if he set to whittling furniture and mouldings about the room, or breaking off the plastering.

When circumstances permit, I think it a valuable improvement to cultivate trees and shrubbery about a passenger station; it gives a pleasant aspect to the traveler in waiting or in passing, and may be had at small cost; in fact, not much beyond a little taste and enterprise on the part of employees is required to make the surroundings agreeable. As the more important requisites of the line are put in order, we may expect progress in these respects. These are no doubt comparatively small matters; but when a vigorous competition exists, they have their weight in giving preference to the route.

In passing over the Lake Shore and Michigan route, I noticed that the track was in good order; the stations well painted and neat; the rooms clean, and the walls white; the seats clean; the platforms well swept, and at several stations the yards adorned with trees and shrubbery, all giving a pleasing aspect, making on passengers a favorable impression of the route. No doubt the track and rolling stock are the most important; but the small features referred to improve the power of successful competition, and have on the local passenger, a civilizing influence, which is no doubt a benefit to a railway, especially to its passenger traffic.

Perhaps it is hardly within my province to discuss the question of competition; it is nevertheless an important one for both lessor and lessee. It may be said, the lessor has no occasion to criticise so long as his rent is paid. But as there are circumstances that may lead to reversion, it is certainly proper the lessor should keep

the fifth section of the lease in view. So far the lease has been profitable to the lessee; but we cannot see what the future management, under a close competition, may lead to.

The traffic will no doubt largely increase; but whether it will provide a compensating amount for all the lines, and also for such improvement as may be made in water transportation, is certainly a question that should not be lost sight of by existing lines.

The railway of your company occupies over half the length of one of these main trunk lines, and the lessee of your portion certainly the balance of this trunk from Chicago to New York. I will not discuss details, but will assume what I think can be maintained: That this trunk has the power to maintain competition on at least even terms with any existing route, or any route in the near future. In fact, I doubt if any line between Chicago and the seaboard can be found to excel its advantages. At the same time, it requires no great sagacity to see that much will depend on the condition of efficiency in the respective routes. Hence both parties to the lease have an interest in putting and keeping this line in the best order for the transportation of passengers and goods. Whatever in reason will make the route safe and pleasant for passengers, and economical for freight, should undoubtedly be done.

In my discussion of this question, I do not consider that I am especially looking to the interest of lessor. Regarding the length of the lease, I consider the facts and views I have set forth as equally important to the interest of the lessee and lessor.

Very respectfully,

(Signed,) JOHN B. JERVIS,

*Consulting Engineer P., Ft. W. & C. Ry. Co*

NEW YORK, Nov. 25, 1874.



PITTSBURGH, PA., January 16th, 1875.

I have read the communication of John B. Jervis, Esq., Consulting Engineer of the Executive Committee of the P., Ft. W. and C. Railway Company. Going over the report, I take the points to which my attention has been particularly called by the President of the P., Ft. W. and C. Railway, in the order in which they appear.

First—"The general condition of the road as one of the great trunk lines of the country." That our road has fully maintained itself for the past year, must be apparent to any one who has taken the trouble to investigate the subject. That we have maintained our high passenger speed; that trains have been run with a degree of promptness and regularity certainly not excelled in this country; that we have had a remarkable immunity from accident—is all known to every one directly or remotely connected with the operations of the road. That we have moved with promptness and despatch all the freight business offered to us is equally apparent. The specific complaint, as against this, is the charge of the Consulting Engineer, that there is still a want of new rails that must be supplied before the line will be able to meet satisfactorily the demands of the traffic that should seek this route. Without any inquiry from myself, as the General Manager of the line, he makes this statement. His tour of inspection was made during the latter part of October. Had he mentioned the matter, I could have told him that arrangements had been made before cold weather to re-lay many miles of the western division with new iron. Fifteen (15) miles of new iron was laid on the western division between the time of his tour of inspection and the close of the year, while in the eastern division I think there was not a rough rail in the main line on the 1st day of December. That the standard of track has been raised, Mr. Jervis admits. In no year since I have been connected with the road, either as subordinate or general officer, has there been such an united effort on the part of all the line officers to make a perfect track.

The next point he makes is—the inefficient drainage of the track. That our track is not well drained, I absolutely deny. I question if the Consulting Engineer will find any road west of Pittsburgh any

better drained than ours. Particular attention has been paid to this for years; and had Mr. Jervis passed over the line thirty days later, he would have found almost every ditch on the entire line perfectly clear, the month of November being the month of the year especially devoted to this work, the gravel trains up to that time being occupied with the distribution of ballast and material. That many of the cuts on this road are narrow, cannot be denied; but in all cases where there was not sufficient room to construct a proper ditch, the slopes have been trimmed so as to provide for one; and I have not ever considered it wise to disturb slopes of cuts which have stood for twenty years, where there was sufficient room to properly drain all the water from the track, even although the cuts were not of extreme width.

Referring to the condition of the rolling stock and shop machinery, I am glad to note that the Consulting Engineer admits their good condition; yet I think he does not fully realize the extent of the permanent renewals made in our motive power. Since the lease of the road by the Pennsylvania Railroad Company, April 1, 1869, eighty (80) of the old style engines, into possession of which the lessee came, have been replaced by entirely new modern style engines at an increased cost to the lessee of fully five thousand dollars (\$5,000) per engine, making the betterment to engines alone four hundred thousand dollars (\$400,000; ) thirty-five (35) first class passenger coaches, costing an average of six thousand dollars (\$6,000) apiece, have been built to replace the cars which came into possession of the lessee, the value of which was not over two thousand dollars (\$2,000) apiece, making a betterment in this class of equipment of one hundred and forty thousand dollars (\$140,000); the entire difference in the value of these two kinds of equipment being at this date \$540,000 more than at the date of the lease, which increased value has been charged to working expenses, no claim having been made on the lessor for the betterment. I mention this fact so forcibly, because the Consulting Engineer alludes to the possibility of the road reverting to the lessor under certain conditions.

The only other point to which attention is called, is the painting of the bridges and buildings. That the bridge over Allegheny river needed painting, is true; yet, had the Consulting Engineer made his examination six weeks later, he would have found that the exposed parts of this bridge had been re-painted, and it is the intention to entirely re-paint this bridge this year. That the buildings

along the line in many instances need re-painting, is equally true; yet I think the Consulting engineer should have admitted the fact that the buildings were in as good condition, if not better, than they were when the lessee took possession of the property. It was my intention to have many of the buildings re-painted during the past year, but the necessity for economy was so pressing that I concluded to postpone this work until this coming summer. As the Consulting Engineer admits, many of the passenger stations are very unattractive; yet I think he should admit, at the same time, that they are in as good if not better condition than they were when the lessee entered into possession of them. I fully agree with him that it is desirable to have our passenger stations attractive; and the time will no doubt come when the lessee will be able to make a marked improvement in this particular. Yet we cannot be expected to spend large amounts of money in the adornment of our station grounds until we have brought our track and machinery up to the high standard which he seems to consider so essential.

Very truly,

J. D. LAYNG, *General Manager.*

THIRTEENTH

*ANNUAL REPORT*

OF THE

BOARD OF DIRECTORS

OF THE

PITTSBURGH, FORT WAYNE AND CHICAGO

RAILWAY COMPANY,

TO THE

STOCK AND BONDHOLDERS,

FOR THE YEAR ENDING DEC. 31, 1875.



PITTSBURGH:

Printed by Barr & Myers, Corner Wood Street and Virgin Alley.

1876.



# CLASSIFICATION OF BOARD OF DIRECTORS.

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## FIRST CLASS,

Whose term of service expires at the Annual Election, 1878.

*SPRINGER HARBAUGH,*  
*PLINY HOAGLAND,*  
*R. R. SPRINGER.*

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## SECOND CLASS,

Whose term of service expires at the Annual Election, 1879.

*KENT JARVIS,*  
*JOHN SHERMAN,*  
*THOMAS A. SCOTT.*

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## THIRD CLASS,

Whose term of service expires at the Annual Election, 1880.

*GEO. W. CASS,*  
*J. F. D. LANIER,*  
*S. J. TILDEN,*  
*J. N. M'CULLOUGH.*

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## FOURTH CLASS,

Whose term of service expires at the Annual Election, 1877.

*W. B. OGDEN,*  
*JESSE L. WILLIAMS,*  
*L. H. MEYER.*

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## OFFICERS:

*GEORGE W. CASS,* - - - - - *President.*  
*F. M. HUTCHINSON,* - - - - - *Secretary and Treasurer.*



ANNUAL MEETING  
OF THE  
STOCK AND BONDHOLDERS  
OF THE  
**Pittsburgh, Ft. Wayne & Chicago**  
RAILWAY COMPANY.

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Pursuant to notice, the Stock and Bondholders met at the office of the Company, in the City of Pittsburgh, on Wednesday, the 17th day of May, 1876, at 12 o'clock, A. M.

The meeting was organized by appointing Jno. B. Jackson, Esq., Chairman, and F. M. Hutchinson, Secretary, when

Geo. W. Cass, President, presented the Thirteenth Annual Report of the Board of Directors, which was read by the Secretary.

On motion of D. B. Sutton, Esq., the following resolution was adopted :

*Resolved*, That the report of the Board of Directors, for the past year, be approved; and that the Board be requested to have the same published in the usual form, without delay, and distributed among the Stock and Bondholders.



On motion of Kent Jarvis, Esq., the following resolutions were adopted:

*Resolved*, That the polls for the Election of Directors be opened at the General Office of the Company, at twelve o'clock, M., and be kept open until the close of these proceedings, and that the voting shall be by ballot.

*Resolved*, That the Inspectors, so soon as the votes are counted, shall make a written return thereof, and file the same with the Secretary of the Company.

*Resolved*, That the Secretary of the Company shall, as soon as he receives the return of the election, notify in writing the persons who have been elected Directors.

No further business being before the meeting,

On motion, adjourned.

F. M. HUTCHINSON.

*Secretary.*

# ANNUAL REPORT

OF THE

## Pittsburgh, Ft. Wayne & Chicago

### RAILWAY COMPANY.

*To the Stockholders and Bondholders of the*

*Pittsburgh, Fort Wayne and Chicago Railway Company :*

In compliance with usage and the By-Laws of the Company, your Board of Directors present in the following pages their Annual Report, showing the operations of the Railway for the year 1875, as reported by the Lessee under the provisions of the lease, and also Report of the condition of the property of the Sinking Fund and of the assets and debts.

### STATEMENT,

UNDER THE FIFTEENTH ARTICLE OF THE LEASE, SHOWING THE EARNINGS OF THE PITTSBURGH, FORT WAYNE AND CHICAGO RAILWAY, AND THE EXPENDITURES FOR ACCOUNT OF THE REPAIRS, RENEWALS, REPLACEMENTS, IMPROVEMENTS AND EQUIPMENT THEREOF, DURING THE YEAR ENDING DECEMBER 31, 1875.

### EARNINGS.

Earnings from Freight, .....	\$5,430,510 69
“ “ Passenger, .....	2,024,438 29
“ “ Express, .....	149,301 00
“ “ Transportation of Mail, .....	140,850 00
“ “ Rent of Railway, .....	98,895 20
“ “ Miscellaneous, .....	15,377 93
“ “ Rents, .....	4,291 17
Total, .....	<u>\$7,863,664 28</u>

## EXPENDITURES.

## FOR REPAIRS, RENEWALS AND REPLACEMENTS.

Repairs of Passenger and Freight Stations,.....	\$	60,203 39
“ Engine Houses, Machine Shops and Turntables..		20,584 55
“ Locomotives,.....		264,465 97
“ Cars, Passenger, Freight, &c. ....		519,624 94
“ Tools and Machinery,.....		14,563 25
“ Water Stations and Fixtures,.....		18,380 44
“ Bridges, .....		47,290 11
“ Fences and Road Crossings, .....		27,918 52
“ Foremen and Watch Houses, .....		954 15
“ Hand Cars, Trucks, &c.....		6,441 48
“ Track, Labor, &c.....		765,901 84
“ General Offices, .....		487 06
Ballast,.....		36,440 98
Superintendence, .....		40,159 93
Incidentals, .....		10,215 11
Total, .....		<u>\$1,833,681 72</u>

## FOR IMPROVEMENTS AND EQUIPMENT.

Ballast, .....	\$	1,543 89
Bridge Masonry, .....		7,311 81
Bridge Superstructure, .....		18,499 35
Cross Ties, .....		2,912 93
Engine Houses, .....		1,488 13
Engineers—Salaries of .....		6,217 50
Frogs and Switches,.....		2,143 03
Fuel and Water Houses,.....		1,423 44
Grading, .....		10,710 64
Iron and Steel Rails, .....		169,512 16
Labor, Laying Track,.....		1,769 04
Machine Shops, .....		60 08
Real Estate,....		323 00
Right of Way,.....		5,699 30
Spikes, .....		552 18
Splices and Bolts, .....		962 35
Stations and Warehouses, .....		2,819 48
Total,.....		<u>\$233,948 26</u>

J. P. FARLEY,

*Auditor's Office, Feb. 24, 1876.**Auditor.*

Your Board of Directors have not yet audited and approved the above account of \$233,948 26, for money expended under the Sixteenth section of the lease, and therefore do not know as yet what proportion, if any, of the same would eventually be charged to

running expenses, but the probability is that the greater portion will be found correct, and that guaranteed special stock will be issued therefor.

The entire expense of maintaining the Road, (including taxes on real estate) repairs of machinery, and operating the Road, according to the report made by the Lessee to the Secretary of Internal Affairs of Pennsylvania, has been as follows:

### MAINTAINING THE ROAD,

#### OR REAL ESTATE OF THE CORPORATION.

Repairs or Maintenance of Way, including Buildings,.....	\$1,010,036 17
Taxes on Real Estate,.....	271,752 29
Total,.....	<u>\$1,281,788 46</u>

### REPAIRS OF MACHINERY.

Repairs of Engines and Tenders,.....	\$ 265,255 40
Repairs of Passenger and Baggage Cars,.....	184,111 48
Repairs of Freight Cars,.....	332,542 52
Repairs of Tools and Machinery in Shops,.....	40,567 78
Incidental Expenses, including Oil, Fuel, Clerks, Watchmen, &c., about shops,.....	149,684 41
Total,.....	<u>\$ 972,161 59</u>

### OPERATING THE ROAD.

Office Expenses, Stationery, &c.....	\$ 94,577 37
Agents and Clerks,.....	207,858 92
Labor—Loading and Unloading Freight,.....	221,366 28
Porters, Watchmen and Switch Tenders,.....	22,983 87
Car Cleaning and Inspecting, Furniture and Fixtures,.....	54,017 30
Wood and Water Station attendance,.....	33,246 03
Conductors, Baggage Masters and Brakemen,.....	408,767 24
Engineers and Firemen,.....	398,622 58
Fuel and Cost of preparing for use,.....	330,019 02
Oil and Waste for Engines and Tenders, Passenger, Baggage and Freight Cars,.....	78,548 58
Telegraph, Mail and Station Expenses,.....	98,449 48
Loss and Damage of Goods and Baggage,.....	15,222 05
Use of Freight Cars,.....	253,777 03
Shoveling Snow,.....	5,379 24
Damage for Injury of persons,.....	9,617 80
Damage to Property, including damage by fire and cattle killed on road,.....	8,212 72
General Superintendence,.....	67,604 16
Contingencies,.....	23,878 21
Total,.....	<u>\$2,332,147 88</u>
Grand Total.....	<u>\$4,586,097 93</u>

The result of the year's business to the Lessee may be stated thus:

Earnings of Main Line,.....	\$7,863,664 28
Net Gain in operating the New Castle and Beaver Valley and Lawrence Rail Roads,.....	91,706 10
	<u>\$7,955,370 38</u>

From which deduct:

Operating Expenses and all Taxes,.....	\$4,602,091 66
Amount paid Cleveland and Pittsburgh Rail Road division of joint Earnings,.....	69,446 06
Miscellaneous,.....	19,000 00
	<u>\$4,690,537 72</u>
Leaving Net Profits of Operating,.....	<u>\$3,264,832 66</u>

Out of the above stated profits of operating the road, the Lessee, by the terms of the lease, has to make the following payments, viz.:

For Dividends on original stock of the Company,.....	\$1,880,000 00
“ “ guaranteed Special Stock,.....	287,000 00
“ Interest on 1st and 2nd Mortgage Bonds,.....	728,700 00
“ Amount paid Sinking Fund,.....	104,100 00
“ “ “ Interest on Income Bonds,.....	140,000 00
“ “ “ “ Equipment do,.....	800,000 00
“ “ “ “ \$100,000 00 of Pittsburgh, Ft. Wayne and Chicago R. R. Bonds,.....	7,000 00
“ Amount paid to preserve organization of Company,....	10,000 00
“ “ “ Transfer Agency in New York,.....	7,000 00
“ “ “ Registrar,.....	2,000 00
	<u>\$2,745,800 00</u>

Leaving a profit to the Lessee, after paying every charge, of \$519,932 66. Of these profits the Lessee reports having expended for Equipment and Construction the sum of \$233,948 26, for which, when approved by your Board, there will be issued a like sum in guaranteed special stock in payment. The profits of the Lessee will then consist of:

Guaranteed Special Stock,.....	\$ 233,948 00
Cash,.....	285,084 40
Total,.....	<u>\$ 519,032 40</u>

Hereto appended you will find a Report from J. C. Spencer, Esq., Consulting Engineer, on the material condition of the prop-

erty, and which in the main, we think you will find satisfactory. The attention of the Lessee has been called to the apparent neglect of keeping in good condition several of the station buildings along the line of the road, and is hoped that before the closing of the present year, this portion of the property will be put in such condition as it is evidently to the interest of the Lessee it should be kept. You will also find appended to this report the accounts of the Treasurer of the Company, of the fund for *Maintaining the Organization of the Company*, as also a general account of all the moneys received and paid out by him during the year. Also, an abstract of the assets of the Company, as of 31st December last, giving the nominal value of each. Excepting the Company's own stock, and that of the Lawrence Rail Road Company, the actual cash value of the other assets are less than the nominal value given above. It is safe, however, we think, to estimate the cash value of the assets at about \$300,000 00.

In addition to above schedule, the Treasurer holds some obligations at the present time considered wholly worthless, and therefore not included in the above.

Some progress has been made during the year in adjusting and discharging the claims against the Company arising prior to the lease. The only two cases still unsettled involving claims for large amounts, are in the United States Court for the Northern district of Illinois. One is for the use of the Turrell Swage Block patent, and the other, Sayles as assignee of a Patent Car Break. These cases cannot reach a final decision in the United States Supreme Court for some years; and the exorbitant demands of the parties, (about \$130,000 00) is such as to preclude the possibility of an amicable settlement at this time. The amount claimed in all the other cases now pending, exclusive of the two abovenamed, against the Company does not exceed, it is believed, \$80,000.

The Trustees have rendered a statement of the moneys received and disbursed on account of the Sinking Fund, during the year 1875, which you will find appended to this Report. They report as having purchased, and now in the Sinking Fund of the

First Mortgage Bonds,.....	\$709,000 00
Second do. do. ....	854,000 00
Total,.....	<u>\$1,563,000 00</u>

If to this be added the

Cash on hands,.....	\$200,850 46
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Makes total of Sinking Fund, December 1, 1875,.....	<u>\$1,763,850 46</u>
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This amount is equal to one-sixth of the debt to be paid by the operations of the Sinking Fund.

The Share Capital Account of the Company stands at the close the year 1875 as stated in the Annual Report of the previous year, there having been no Guaranteed Special Stock delivered to the Lessee during the year 1875. Quite recently there has been a settlement of the unadjusted accounts of the Lessee which have been running some years, and Guaranteed Special Stock has been issued to the amount of \$978,000 00, making the whole issue as of the date of this Report, \$5,078,000 00, and the entire share capital, \$34,792,385 71.

By order of the Executive Committee,

G. W. CASS,  
*President.*

*Pittsburgh, May 17, 1876.*

## PITTSBURGH, FT. WAYNE AND CHICAGO RAILWAY.

F. M. HUTCHINSON, TREASURER, IN ACC'T WITH FUND FOR MAINTAINING ORGANIZATION OF COMPANY.

Dr.	Cr.
1875.	1875.
Dec. 31. To amount received from Lessee..... \$10,000 00	Dec. 31. By payments as follows :
	Amount paid Secretary and Treasurer, including quarter ending Dec. 31, 1875,..... \$ 3,210 25
	Clerk Executive Committee,..... 762 50
	Messenger, extra Postage, &c., including quarter ending December 31, 1875,..... 980 00
	Printing Annual Report, Stationery, Advertising annual meeting, &c.,..... 981 16
	Fuel and Light,..... 16 95
	By Balance,..... 4,099 14
	<u>\$10,000 00</u>



## ENGINEER'S REPORT.

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*To the Executive Committee of the  
Pittsburgh, Fort Wayne & Chicago Railway Company:*

GENTLEMEN: Under instructions given me by your Committee, and as required by the 5th Section of the lease of your Road to the Pennsylvania Rail Road Company, I made during last month an examination of the condition of your property. After inspecting the property of your Company at Pittsburgh, I went with special train over the Road, accompanied by the Chief Engineer and the Superintendents of the respective divisions. As the result of the examination, I submit the following Report:

### ROLLING STOCK.

The locomotives on both divisions, judging by their general appearance, and the small number which were in the shops for repairs, are in an efficient state, and seem to be well cared for. Those which have been added to the equipment by the Lessee are first-class engines in every respect, with all of the latest improvements. A number of the old engines have been replaced by new and more modern ones, as shown by the low numbers they bear. In this department of your property I should judge there had been a substantial improvement.

But four new passenger cars have been added to the equipment by the Lessee. From the appearance of some of them, more especially the interior, I should judge this part of the equipment has been too scant for the purpose required, not being enough for the

daily service, while a certain number could be repaired. The addition of twenty new coaches lately authorized should give a sufficient number to allow the renovation of some of the older ones.

The freight cars seem generally to be in fair order, and well cared for. I noticed that in the coaches and freight cars, as well as in the engines, many of the old ones had been replaced by new.

#### MACHINE SHOPS.

The shops on both divisions I found capacious, orderly, and fully supplied with all the necessary machinery for the building and repairs of cars and engines. The small force at work in the two larger shops (Allegheny City and Fort Wayne) and the generally efficient condition of the rolling stock, would show that the shop capacity is fully up to the needs of the Road, and no additions will be required for some time to come.

#### TRACK—EASTERN DIVISION.

The track on this division I found in good order, all but twenty-one miles of the single track being laid with steel rails. It is well tied and generally well drained, and seems to have careful attention. A number of the bridges originally built of wood have been replaced in iron, some by the Lessor, some by the Lessee. Some of them have been recently painted, but others still remain with only the paint put on when built, and show the need of it. They should be painted at once, and kept thoroughly painted hereafter. The tendency of most Rail Roads, that of the Lessee amongst others, has been towards heavier engines and cars, capable of carrying heavier loads, and some of these bridges which are considered permanent, and perhaps properly so with the present weight of equipment, will need to have every part in thorough and effective condition, to bear the increased strain that may be put on them in the future.

With few exceptions, but little seems to have been done to the station houses on this division. They may be no worse than when handed over by the Lessor, and may even have been improved. Knowing nothing of the condition of the property at the time the lease was made I cannot judge, but the fact remains, that many of them are not such stations as a first-class road should have, nor as the patrons of the road, who have to make use of them, have a right

to expect. The local business of this division is large, and in the way of trains the people seem to be well accommodated, and it may be that the poor accommodations given at the terminal station, Allegheny City, and at most of the local stations, does not affect the business of the road, while the train facilities are adequate. But my belief is that neatly kept and well appointed stations have much to do with the popularity of a road and encouraging settlement in the suburban towns of a city. These station buildings need not necessarily be expensive, but something should be done each year until this part of your property has a decidedly different aspect, and does not present so marked a contrast with the local stations of the road of the Lessee running East from Pittsburgh. In the meantime a little painting and glazing will not only materially help the external appearance of some of these old buildings, but help preserve them until they can be replaced.

#### TRACK—WESTERN DIVISION.

On this division but fifty miles have been laid with steel rails, and in places a good many worn rails are to be found more particularly between Crestline and Ft. Wayne. I appreciate the difficulty of keeping a single track road, doing as large a business as yours does, in good order at all times, with iron rails, if as the belief is, that iron rails have depreciated in quality as prices have ruled lower. But the fifth section of the lease requires "That the road must be kept in thorough repair and condition," and such is not the case with the track on some parts of this division.

The iron bridges on this division are all well painted, and the station houses generally more neatly kept than on the other division. A uniform plan of combined freight and passenger house has been adopted for the smaller stations, and a number put up. They seem small, but I presume are large enough for the places at present, and can be added to as more room is needed.

To this time the attention of the Lessee seems to have been given almost exclusively to the improvement of the track and rolling stock, and the largest portion of your expenditure has been for that object. This was undoubtedly the correct policy for both parties to the lease. The increased business of the road was provided for, and improved track with efficient rolling stock, enabled the Lessee to do the business promptly and economically.

The Lessee seems to have in view a first-class track, and to that end, a certain number of miles of iron rails have been replaced each year with steel, and stone and iron culverts and bridges are replacing wooden ones. Much still remains to be done before this will be completed, and a number of years will be required for it. The same policy should be pursued as regards station buildings, and under a settled plan something should be done each year to them, until they show as decided an improvement as is claimed for the track and rolling stock.

Very Respectfully,

J. C. SPENCER,

*Consulting Engineer, P. F. W. & C. Ry. Co.*

PITTSBURGH, PA., DECEMBER 14, 1875.

**SAMUEL J. TILDEN AND CHARLES LANIER, TRUSTEES,**  
**IN ACCOUNT WITH**  
**THE PITTSBURGH, FT. WAYNE AND CHICAGO RAILWAY COMPANY'S FIRST**  
**MORTGAGE SINKING FUND BONDS.**

**Dr.**

1875.	To balance from 22nd installment,...	\$109,808 89	
Jan'y 30,	" one-half remittance,.....	4,337 50	
March 1,	" " " .....	4,337 50	
April 8,	" " " .....	4,337 50	
" 29,	" " " .....	4,337 50	
May 29,	" " " .....	4,337 50	
June 30,	" part " .....	4,562 50	
Jan'y,	" Coupons collected, .....	1,225 00	
Feb'y,	" " " .....	4,812 50	
March,	" " " .....	3,097 50	
April,	" " " .....	5,565 00	
May,	" " " .....	4,462 50	
June,	" " " .....	4,252 50	
	" Interest W. L. & Co., one-half, ..	1,511 16	
			<b>\$160,985 05</b>

**Cr.**

Jan'y 8,	By \$20,000 Bonds .....	\$21,341 67	
March 2,	" Repairing Punch, one-half,.....	38	
" 9,	" 10,000 Bonds,.....	10,845 83	
" 10,	" 5,000 " .....	5,493 75	
" 18,	" 5,000 " .....	5,564 58	
April 6,	" Tin box, one half,.....	7 38	
June 17,	" 2,500 Bonds,.....	2,754 17	
	" Trustees' Commissions, \$500 each,	1,000 00	
			<b>\$ 47,007 76</b>
			<b><u>\$113,977 29</u></b>

**S. J. TILDEN,**  
**CHARLES LANIER,**  
*Trustees.*

**E. E., NEW YORK, JULY 26, 1875.**

**SAMUEL J. TILDEN AND CHARLES LANIER, TRUSTEES,**

IN ACCOUNT WITH

**THE PITTSBURGH, FT. WAYNE AND CHICAGO RAILWAY COMPANY'S SECOND  
MORTGAGE SINKING FUND BONDS.**

**Dr.**

1875.

	To balance from 22nd installment,...	\$ 48,161 34	
Jan'y 30,	" one-half remittance,.....	4,337 50	
March 1,	" " " .....	4,337 50	
April 8,	" " " .....	4,337 50	
" 29,	" " " .....	4,337 50	
May 29,	" " " .....	4,337 50	
June 30,	" part " .....	4,112 50	
Jan'y,	" Coupons collected, .....	3,342 50	
Feb'y,	" " " .....	4,935 00	
March,	" " " .....	7,140 00	
April,	" " " .....	1,680 00	
May,	" " " .....	5,810 00	
June,	" " " .....	4,480 00	
	" Interest W. L. & Co., one-half,...	1,511 15	
			\$102,859 99

**Cr.**

March 2,	By Repairing Punch, one-half,.....	\$ 37	
April 6,	" Tin box, one-half,.....	7 37	
" 30,	" \$23,000 Bonds,.....	24,401 66	
June 4,	" 30,000 " .....	32,075 00	
" 17,	" 500 " .....	535 00	
	" Trustees' Commission, 500 each,	1,000 00	
			\$ 58,019 40
			\$ 44,840 59

**S. J. TILDEN,  
CHARLES LANIER,**  
*Trustees.*

E. E. NEW YORK, JULY 26, 1875.

SAMUEL J. TILDEN AND CHARLES LANIER, TRUSTEES,  
IN ACCOUNT WITH  
THE PITTSBURGH, FT. WAYNE AND CHICAGO RAILWAY COMPANY'S FIRST  
MORTGAGE SINKING FUND BONDS.

## Dr.

1875.		
July 1,	To Balance from 23d installment,	\$113,977 29
" 30,	" Remittance,	4,375 00
Sept. 3,	" "	4,375 00
Oct. 11,	" "	4,375 00
" 30,	" "	4,375 00
Nov. 29,	" "	4,375 00
Dec. 29,	" "	4,375 00
July 1,	" Coupons,	1,490 00
Aug. 1,	" "	4,812 50
Sept. 1,	" "	3,202 50
Oct. 1,	" "	5,635 00
Nov. 1,	" "	4,725 00
Dec. 1,	" "	4,497 50
" 31,	" W. L. & Co., Interest account, one-half,	1,381 38
		<u>\$165 881 17</u>

## Cr.

July 8,	By Coupon Box, one-half,	\$ 2 13
Aug. 20,	" 8,000 First Mortgage Bonds @ 112½, Int. and Commission,	9,103 33
" 25,	" 2,000 " " " 112½ " "	2,287 50
Sept. 2,	" 2,500 " " " 112½ " "	2,821 46
" 3,	" 1,000 " " " 112½, and com. less interest,	1,120 42
Oct. 9,	" 2,000 " " " 113½, Int. and Commission,	2,298 33
" 15,	" 1,000 " " " 113½ " "	1,149 16
" 25,	" 5,000 " " " 114, " "	5,642 08
" " 1,000 " " " 114, " "		1,123 75
Dec. 31,	" Trustees' Commission, \$500 each,	1,000 00
		<u>\$ 26,548 16</u>
		<u>\$139,333 01</u>

S. J. TILDEN,  
CHARLES LANIER,  
Trustees.

E. E., NEW YORK, JANUARY 11, 1876.

## SAMUEL J. TILDEN AND CHARLES LANIER, TRUSTEES,

## IN ACCOUNT WITH

THE PITTSBURGH, FT. WAYNE AND CHICAGO RAILWAY COMPANY'S SECOND  
MORTGAGE SINKING FUND BONDS.

## Dr.

1875.

July 1, To Balance from 23d installment,.....	\$44,840 59	
" 30, " Remittance,.....	4,300 00	
Sept. 3, " ".....	4,300 00	
Oct. 11, " ".....	4,300 00	
" 30, " ".....	4,300 00	
Nov. 29, " ".....	4,300 00	
Dec. 29, " ".....	4,300 00	
July 1, " Coupons,.....	3,895 00	
Aug 1, " ".....	5,985 00	
Sept. 1, " ".....	7,140 00	
Oct. 1, " ".....	2,030 00	
Nov. 1, " ".....	5,880 00	
Dec. 1, " ".....	4,480 00	
" 31, " W. L. & Co., Interest Account, one-half,.....	1,381 37	
		\$100,931 96

## Dr.

July 8, By Coupon Box, one-half,.....	\$	2 12	
Oct. 23, " 2,000 Second Mortgage Bonds @ 108, Int. and Commission,.....		2,185 82	
" 25, " 1,000 " " " 108. and Com. less Interest,.....		1,069 58	
Nov. 13, " 5,000 Seconds @ 107½ and Com. less Int.....	\$	5,264 58	
" 1,000 " 107¾ " " " \$1,055 42			
" 4,000 " 107¾ " " " 4,245 00		5,300 42	
" 2,000 " 108 " " " \$2,127 50			
" 8,000 " 108 " " " 8,603 24		10,730 74	21,295 74
" 1,000 " 107¾ " " " 1 055 42			
Nov. 18, " 9,000 " 108 " " " 9,626 25			
" 20, " 1,000 " 108 " " " 1,069 58			
Dec. 8, " 1,000 " 108 " " " 1,067 92			
" 9, " 1,000 " 108 " " " 1,052 08			
" 31, " Trustees' Commission, \$500 each,.....		1,000 00	
			\$ 39,414 51
			\$61,517 45

S. J. TILDEN,  
CHARLES LANIER,  
Trustees.

K. E., NEW YORK, JANUARY 11, 1876.





147676

FOURTEENTH

*ANNUAL REPORT*

OF THE

BOARD OF DIRECTORS

OF THE

Pittsburgh, Fort Wayne and Chicago

RAILWAY COMPANY,

TO THE

*STOCK AND BONDHOLDERS,*

For the Year Ending December 31, 1876.

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PITTSBURGH, PA.

Barr & Myers, Printers, Corner Wood Street and Virgin Alley.

1877.



# CLASSIFICATION OF BOARD OF DIRECTORS.

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## First Class.

Whose term of service expires at the Annual Election, 1878.

SPRINGER HARBAUGH,  
PLINY HOAGLAND,  
R. R. SPRINGER.

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## Second Class.

Whose term of service expires at the Annual Election, 1879.

JOHN SHERMAN,  
THOMAS A. SCOTT,  
L. B. HARRISON.

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## Third Class.

Whose term of service expires at the Annual Election, 1880.

GEORGE W. CASS,  
J. F. D. LANIER,  
S. J. TILDEN,  
J. N. M'CULLOUGH.

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## Fourth Class.

Whose term of service expires at the Annual Election, 1881.

JESSE L. WILLIAMS,  
L. H. MEYER,  
CHAS. E. SPEER.

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## OFFICERS:

GEORGE W. CASS, . . . . . PRESIDENT.  
F. M. HUTCHINSON, . . . . . SECRETARY AND TREASURER.



# *Annual Meeting*

OF THE

## **STOCK AND BONDHOLDERS**

OF THE

Pittsburgh, Ft. Wayne and Chicago Railway Company.

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Pursuant to notice, the Stock and Bondholders met at the office of the Company, in the City of Pittsburgh, on Wednesday, the Sixteenth day of May, 1877, at 12 o'clock, M.

The meeting was organized by appointing Jno. Birmingham, Esq., Chairman, and F. M. Hutchinson, Secretary,

When,

Geo. W. Cass, President, presented the Fourteenth Annual Report of the Board of Directors, which was read by the Secretary.

On motion of G. A. Martin, Esq., the following resolution was adopted :

*Resolved*, That the Report of the Board of Directors, for the past year, be approved ; and that the Board be requested to have the same published in the usual form, without delay, and distributed among the Stock and Bondholders.

On motion of D. B. Sutton, Esq., the following resolutions were adopted :

*Resolved*, That the polls for the Election of Directors be opened at the General Office of the Company, at 12 o'clock, M., and be kept open until the close of these proceedings, and that the voting shall be by ballot.

*Resolved*, That the Inspectors, so soon as the votes are counted, shall make a written return thereof, and file the same with the Secretary of the Company.

*Resolved*, That the Secretary of the Company shall, as soon as he receives the return of the election, notify in writing the persons who have been elected Directors.

The President appointed Messrs. Messler and Jackson, Inspectors of the election.

No further business being before the meeting,

On motion, adjourned.

F. M. HUTCHINSON,

*Secretary.*

# Annual Report

OF THE

## Pittsburgh, Ft. Wayne and Chicago Railway Company.

To the Stockholders and Bondholders of the

*Pittsburgh Fort Wayne and Chicago Railway Company:*

The Board of Directors submit, for your information, a statement of the affairs of the Company, and of the condition of its property, for the year 1876, in the following pages:

### THE EARNINGS OF THE ROAD FOR THE YEAR, WERE:

From Freights,	-	-	-	-	\$5,266,172 18
" Passengers,	-	-	-	-	2,215,135 86
" Express,	-	-	-	-	149,801 00
" Transportation of Mails,	-	-	-	-	98,477 49
" Rent of Railway,	-	-	-	-	100,865 45
" Miscellaneous,	-	-	-	-	24,896 93
Total,	-	-	-	-	\$7,853,848 91
The Earnings for 1875 were	-	-	-	-	7,863,664 28
Total,	-	-	-	-	<u>\$9,815 37</u>

This shows about one-eighth of one per cent. less earnings in 1876 than in 1875; a far more favorable result than was to be expected, in view of the protracted bitter and senseless contest between the so-called "Trunk Lines" for competing business during the year.



## THE EXPENSES OF WORKING THE TRAFFIC FOR THE YEAR, WAS :

For Conducting Transportation,	-	-	\$1,606,207 86
“ Motive Power,	-	-	1,814,144 10
“ Maintenance of Way,	-	-	1,029,849 72
“ “ “ Cars,	-	-	512,048 57
“ General Expenses,	-	-	324,911 12
			<u>\$4,787,161 37</u>
The Expenses for 1875 were,	-	-	4,586,097 93
Total,	-	-	<u>\$201,063 44</u>

Being an increase of operating expenses of over four per cent., which was doubtless caused by an increased volume of business transported at non-remunerative rates.

During the year, there was expended, for :

## REPAIRS, REMOVALS AND REPLACEMENTS.

On Passenger and Freight Stations,	-	-	\$ 48,809 28
“ Engine Houses, Machine Shops and Turn-Tables,	-	-	15,785 94
“ Locomotives,	-	-	261,649 77
“ Passenger, Freight Cars and Tools,	-	-	494,227 11
“ Machinery and Tools,	-	-	14,896 93
“ Water Stations and Fixtures,	-	-	15,901 88
“ Bridges,	-	-	54,583 86
“ Fences and Road Crossings,	-	-	30,085 42
“ Foreman and Water-Houses,	-	-	489 71
“ Hand-Cars, Trucks, &c.,	-	-	7,380 32
“ Track Labor, &c.,	-	-	821,803 17
“ General Office,	-	-	1 917 31
“ Ballast,	-	-	60,415 77
“ Superintendence,	-	-	41,551 22
“ Incidentals,	-	-	18,590 25
Total,	-	-	<u>\$1,882,537 94</u>

This is less by \$48,906.22 than was expended the previous year for like purposes. The amount reported by the Lessee as expended for ‘improvements and additions,’ which, according to the XVI. Article of the Lease, is to be represented by an issue of \* ‘Guaranteed Special Stock,’ is as follows :

\* The “ Guaranteed Special Stock ” is so called because it is under the provisions of the Lease especially created and issued for the purpose of paying for “improvements and additions” to the property; and for no other purpose; and is “guaranteed” by the Pennsylvania Rail Road Company, by an endorsement on the back of each certificate, as follows:

## COPY OF AGREEMENT OF THE PENNSYLVANIA RAIL ROAD COMPANY.

The Pennsylvania Rail Road Company, having, in pursuance of Article Sixteenth of the Lease of the Pittsburgh, Fort Wayne and Chicago Railway, requested the preparation and issue to it, from time to time, of a special stock, to be designated the Guaranteed Special Stock of

For Ballast,	-	-	-	-	-	\$	2,571	77
" Bridge Masonry,	-	-	-	-	-		8,293	38
" " Superstructure,	-	-	-	-	-		23,402	32
" Baggage Cars,	-	-	-	-	-		16,954	68
" Passenger "	-	-	-	-	-		93,600	00
" Cross Ties,	-	-	-	-	-		3,017	00
" Engine Houses,	-	-	-	-	-		729	16
" Engineers' Salaries,	-	-	-	-	-		19,202	62
" Frogs and Switches,	-	-	-	-	-		1,296	75
" Grading,	-	-	-	-	-		2,380	32
" Incidentals,	-	-	-	-	-		16,329	73
" Labor, Laying Track,	-	-	-	-	-		859	44
" Rails, Steel,	-	-	-	-	-		193,398	90
" " Iron,	-	-	-	-	-		9,219	53
" Real Estate,	-	-	-	-	-		450	00
" Right of Way,	-	-	-	-	-		4,298	19
" Spikes,	-	-	-	-	-		536	24
" Splices and Bolts,	-	-	-	-	-		590	12
" Station and Warehouses,	-	-	-	-	-		3,290	32
" Street and Road Crossings,	-	-	-	-	-		51	54
Total,	-	-	-	-	-		\$400,472	01

said Railway Company; the said Pennsylvania Rail Road Company hereby promises, agrees and guarantees, to and with the Pittsburgh, Fort Wayne and Chicago Railway Company, for the benefit of each and every person who may become a holder of said Stock, after the same is issued to said Pennsylvania Rail Road Company, or to its order, that the said Pennsylvania Rail Road Company, its successors or assigns, shall and will provide and pay to the said Pittsburgh, Fort Wayne and Chicago Railway Company, quarterly, to wit, on or before the first days of January, April, July and October, in each and every year, an amount sufficient to pay quarterly dividends, at the rate of seven per centum per annum, upon said Special Stock, as free of taxes as the dividends upon the general or prior stock of said Pittsburgh, Fort Wayne and Chicago Railway Company are made payable by the provisions of said lease, which payment shall be made quarterly in each year, after providing for, and in addition to fully paying or providing for the payment of the regular quarterly dividends payable upon the general or prior stock of the said Railway Company, including, under the designation "general or prior stock," all the stock, other than the said Special Stock, which the said Railway Company has heretofore issued, or authorized to be issued, for which general or prior stock a dividend fund of \$1,380,000 per annum is inviolably pledged and set apart, under the provisions of said lease, bearing date June 7, 1869. And it is further agreed, that all needful expenses connected with the said guaranteed special stock, the issue of certificates therefor and the payment of dividends thereon, shall be borne and paid by the Pennsylvania Rail Road Company.

The promises and agreements hereinbefore set forth are made by the said Pennsylvania Rail Road Company, not only to and with the said Pittsburgh, Fort Wayne and Chicago Railway Company, but to and with each and every person who shall become a holder of the said Special Guaranteed Stock. A copy of this agreement shall be printed on the back of each certificate, and the Transfer Agents of the Pittsburgh, Fort Wayne and Chicago Railway Company may certify on behalf of the Pennsylvania Rail Road Company, as well as of the Pittsburgh, Fort Wayne and Chicago Railway Company, on each and every certificate for guaranteed special stock, issued from time to time under the provisions hereof, that this agreement has been duly executed by the Pennsylvania Rail Road Company, under its corporate seal.

In witness whereof, the said Pennsylvania Rail Road Company has caused its corporate seal to be hereunto affixed, and these presents to be signed by its President and Secretary, the 28th day of October, 1871.

JOS. LESLIE, Secretary.

J. EDGAR THOMSON, President.

{ CORPORATE SEAL  
OF THE  
PENN'A RAIL ROAD CO. }

For and in behalf of the Pennsylvania Rail Road Company, as well as the Pittsburgh, Fort Wayne and Chicago Railway Company.....  
.....hereby certify that the agreement of which the foregoing is a true copy, has been duly executed by the Pennsylvania Rail Road Company, with its corporate seal attached, under date October 28th, 1871.

.....Transfer Agent.

*Fourteenth Annual Report of the*

This is \$166,523 75 more than was expended last year for like purposes, the increase being in steel rails and passenger train equipment required for the Centennial travel.

The items, as given above, have not been approved in form, or for the objects stated by your Board of Directors, but the expenditures claimed to have been made under the XVI. Article of the Lease by the Lessee, up to the 31st of December last, have been fully examined and approved, to the extent found correct, as stated hereafter.

In times, like the present, of great distrust as to the value and productiveness of railway property, you are doubtless interested to know whether the property which you have leased is a burthen or a source of profit to the Lessee. We therefore present a concise summary of the financial result, to the Lessee, of the business of the past year.

Gross Earnings,	-	-	-	\$7,853,848 91
Operating Expenses,	-	-	-	4,787,161 37
Net Earnings of the Railway,	-	-	-	\$3,066,687 54
Add profits N. C. & B. Valley Rail Road,				51,410 81
“ Lawrence Rail Road,	-	-	-	17,845 55
				<hr/> \$3,135,943 90

From which deduct

Amount paid Cleveland and Pittsburgh R. R. Co., of Joint Earnings,	-	-	-	\$201,989 05
Tax on Capital Stock,	-	-	-	16,321 42
				<hr/> 218,310 47
Balance,	-	-	-	\$2,917,633 43
Deduct fixed charges by terms of Lease,	-	-	-	* 2,796,882 50
Profit to Lessee,	-	-	-	<hr/> \$ 120,750 93

From July 1, 1869, to the 31st December, 1875, a period of six and one-half years, the profits of the Lessee in operating your Railway have exceeded *six millions of dollars* (\$6,000,000 00,) and the incidental advantages growing out of the Lease have contributed largely to increase the business and the revenues of the Road of the Lessee to an extent that cannot be stated in figures.

A full settlement has been made of all expenditures claimed to have been made by the Lessee under the provisions of the XVI. Article of the Lease up to December 31, 1876, and the objects and

\* This amount is inclusive of \$104,100 00 contributed to the Company's Sinking Fund.

amounts for which such expenditures were made will be found attached to this Report.

The aggregate amount thus expended since July 1, 1869, is \$5,504,327 27, or about \$735,000 a year.

The amount of "Guaranteed Special" stock issued to the Lessee on account of this expenditure, is \* \$5,073,000, leaving yet to issue in full payment, \$431,327 27 of "Guaranteed Special" stock.

The Lessee has made with exact punctuality all the payments during the year which are required by the Lease.

You will find appended to this report a statement of money received and disbursed by the Trustees on account of the "Sinking Fund" during the year. The whole amount of Bonds purchased for, and now in the Sinking Fund, is

First Mortgage Bonds,	-	-	-	-	\$835,500 00
Second " "	-	-	-	-	915,000 00
Total,	-	-	-	-	\$1,750,500 00
To this add Cash on hand,	-	-	-	-	212,189 01
Total of Sinking Fund, Dec. 31, 1876,	-	-	-	-	<u>\$1,962,689 01</u>

Since the date of the last annual meeting, the mortgage to secure an issue of two hundred and fifty thousand dollars of bonds, and commonly known as the "Allegheny River Bridge Mortgage," has been satisfied of record, all of the Bonds having been paid by the operations of the "Sinking Fund" created for that purpose. The payment of these bonds relieves the Lessee of an annual charge of twenty thousand dollars.

The high price at which these bonds are now held makes their purchase slow and difficult, and what is still more objectionable is, that a large percentage of the Sinking Fund is absorbed in the payment of a *premium* on the bonds, instead of being applied on *principal*.

It is suggested to the Bondholders that the question of a modification of the provision of the mortgage on this point is worthy of consideration.

The Annual Report of the Consulting Engineer on the material condition of your Road and property is also appended.

Excepting certain of the original station houses, all of the property is in good condition, and no false economy has been

\*An error of \$5,000 in this item appears in the printed copy of the Annual Report of last year.

adopted by the Lessee to obtain or retain money by allowing the property to deteriorate for want of repairs.

Slow progress has been made during the year in adjusting the claims against the Company.

The "Swage Block" case has recently been decided in the Supreme Court of the United States against the Company.

If a re-hearing cannot be had, final judgment will be taken, and provision must very soon be made to pay it. The payment of this judgment and other payments made during the year will reduce the assets on hand at the date of the last report to about \$250,000 00, at their cash value.

All the claims excepting that of Sayles' assignee of the Tanner break patent, can be settled for not over \$50,000 00. No reasonable conjecture can be formed as to the result of the suit for the use of the "Tanner Break."

The account of the Treasurer showing the receipts and disbursements of the fund for "Maintaining the Organization of the Company," as also his general account of receipts and disbursements for the year are submitted herewith.

As stated in the last Annual Report, \$973,000 00 of "Guaranteed Special" Stock had been issued to the Lessee after the close of the fiscal year, (1875).

The whole amount of the share Capital issued to the close of the year, 1876, is :

Of Original Stock,	-	-	-	\$19,714,285 71
" " Guaranteed Special" Stock,-			-	5,073,000 00
Total Capital Stock, -	-	-	-	<u>\$24,787,285 71</u>

Respectfully submitted,

G. W. CASS,  
*President.*

*Pittsburgh, May 16, 1877.*

PITTSBURGH, FORT WAYNE AND CHICAGO RAILWAY.

F. M. HUTCHINSON, TREASURER, IN ACC'T WITH FUND FOR MAINTAINING ORGANIZATION OF COMPANY.

Dr.		Cr.	
1876.		1876.	
Jan. 1.	By balance as per last report, - - \$ 4,009 14	Dec. 31.	By payments as follows:
Dec. 31.	To amount received from Lessee, - - 10,000 00		Amount paid President's salary, from date of
			Lease up to and including quarter ending
			December 31st, 1876, - - \$7,800 00
			Amount paid Secretary and Treasurer, includ-
			ing quarter ending December 31st, 1876, - 8,807 07
			Amount paid Clerk Executive Committee, - 337 00
			" Messenger, extra Postage, &c.,
			including quarter ending Dec. 31st, 1876, 955 00
			Printing Annual Report, Stationery, adver-
			tising Annual Meeting, &c., - 837 21
			Expenses moving General Office, - 107 96
			By balance, - - 164 90
			<u>\$14,009 14</u>

(E. AND O. E.)

December 31st, 1876.

F. M. HUTCHINSON,

Treasurer.

## *Engineer's Report.*

*To the Executive Committee of the  
Pittsburgh, Ft. Wayne & Chicago Ry. Co.*

GENTLEMEN: The general examination of the condition of your property as required by the 5th Section of the lease of your Road to the Pennsylvania Rail Road Company was made during the first half of November, when work for the season was about suspended. This report shows the condition of your property as it appeared to me at that time.

### ROLLING STOCK AND MACHINE SHOPS.

The engines appear to be in efficient condition judging by their general appearance, the small number in the different shops for repairs, and noting their performance in the different trips made over the Road during the year. There has been no addition to the number the past year, but the replacement of the older and lighter engines by new and more powerful ones is steadily going on. There is still an approved requisition in force for ten (10) additional engines, but the change of character seems to have met the requirements of increased traffic for the past two years.

Twenty passenger coaches and ten baggage cars have been added this year under requisitions approved February 27th, 1873, and October 14th, 1875, the Lessee substituting baggage cars for postal cars authorized in the last requisition. This addition to this part of the equipment was needed, as it will allow the renovation of some of the older cars which to this time have been overworked. The Freight cars appeared to be in fair order, no additions to the number have been made this year, new cars only having been built to take the place of old and destroyed ones. The whole number is reported complete by the officers of the Lessee.

The attention given to the rolling stock seems to have been extended to the Machine Shops and Engine Houses which have been kept in good order, the wood-work of most of them having

been painted the past season. The several small additions to this part of your property, authorized by you in June last, was not undertaken by the Lessee this year, with the exception of a sand house completed at Allegheny City.

#### TRACK—EASTERN DIVISION.

The track of this Division is in fair order throughout. Thirty-seven miles of steel rails have been laid this year in place of iron, leaving now but nine miles of the single track with iron rails. The steel laid on the double track is on cinder ballast, which is a fair substitute for broken stone; this ballast with the improvement in ties, which is particularly noticeable on this division, makes this part of the track first class. Seven wooden bridges have been replaced with iron, and such of the iron bridges as needed painting, to which the attention of the Lessee was called in the last report, were painted this year.

#### TRACK—WESTERN DIVISION.

Sixty-eight miles of iron rails have been replaced with steel this year, making a very decided improvement in the condition of the track of this division as compared with last year. As more than half of the track of this division is still iron, more or less worn rails are to be found, especially where it is contemplated to lay steel the coming year. This part of the track was decidedly not in such condition as the 5th Section of the lease contemplated, but as it is to be re-laid in steel in the spring the Lessee may think it better economy to get all the wear possible out of the rails. About four-and-a-half miles of sidings were laid on this division the past season. These new sidings are laid as far as possible so as to become part of the second track, and will be used, as such when increased traffic will require a second track to be built. The iron bridges are all well painted, and one new one has been built to replace a wooden bridge. Cinder ballast has been used to a considerable extent near Chicago; this is a valuable improvement, as aside from its superiority in keeping the track in position over the sand ballast heretofore used, its freedom from dust will have its effect in drawing travel to the Road when the sandy portion of the Western Division is covered with it. A stone quarry is also being opened by the Lessee on this division to get out broken stone for ballast. This is expensive in the first instance, but its greater durability over any other ballast to be had on this division, and the increased life it will give the ties will make it economical to the Lessee in the end. All this goes to show that the Lessee is working in good faith to improve the character both of the rolling stock and track.



## STATION BUILDINGS.

I took occasion in my last report to speak of the want of a suitable passenger station at Allegheny City, and the condition of the station buildings generally, particularly of the Eastern Division. Nothing has been done at Allegheny City, and but very little to improve the appearance of the other buildings, although I was told the slate roofs of some of them had been overhauled and repaired. Some of the old wooden buildings are simply disgraceful, are not worth repairing, and should be replaced with new ones. Others of wood are still good, and with some repairs and painting would present a creditable appearance and last for some years, but most of them are substantial buildings of brick, the wooden cornices, doors and window casings of which show the need of paint, and in some instances decay from want of it. This may seem a small matter to the Lessee, while so much has been done to other parts of the property, but it is also a small matter comparatively to decidedly improve their general appearance, and this want of paint and attention to the station buildings gives the road an appearance of neglect which its condition otherwise does not warrant.

Very respectfully,

J. C. SPENCER,

*Consulting Engineer, P., Ft. W & C. Ry. Co.*

*Pittsburgh, December 13th, 1876.*

## SUMMARY OF "IMPROVEMENTS AND ADDITIONS,"

FROM JAN. 1ST, 1875, TO DEC. 31ST 1876.

		PRESENT REPORT.	FORMER REPORT.	TOTAL.
1	Locomotive Engines, - - - - -		\$ 711,457 00	\$ 711,457 00
2	Passenger Coaches, - - - - -	\$ 88,920 00	88,315 37	177,235 37
3	Box Cars, - - - - -		510,209 02	510,209 02
4	Stock Cars, - - - - -		423,720 00	423,720 00
5	Gondola Cars, - - - - -		396,830 88	396,830 88
6	Caboose Cars, - - - - -		17,161 14	17,161 14
7	Machinery for Shops, - - - - -		73,659 45	73,659 45
8	Machine Shops, - - - - -	60 08	145,839 94	145,900 02
9	Engine Houses, - - - - -	2,217 29	107,066 10	109,283 39
10	Water Stations, - - - - -	1,423 44	46,366 87	47,790 31
11	Station Houses, - - - - -	6,085 40	110,303 04	116,388 44
12	Bridges and Culverts, - - - - -	49,884 99	325,892 77	375,777 76
13	Second Track, - - - - -	20,881 43	666,740 60	687,622 03
14	Third and Fourth Tracks, - - - - -	4,506 55	19,179 56	23,686 11
15	Side Tracks and Sidings, - - - - -	42,827 55	239,687 42	282,514 97
16	Steel Rail, - - - - -	351,105 74	468,817 22	819,922 96
17	Fencing, (Stone Wall in Allegheny Parks,) - - - - -		17,475 21	17,475 21
18	Street and Road Crossings, - - - - -		1,710 97	1,710 97
19	Salaries and Expenses of Engineers, - - - - -	25,420 12	88,571 66	113,991 78
20	Real Estate and Right of Way, - - - - -	49,817 28	385,843 45	435,660 73
21	Legal Expenses, - - - - -	16,329 73	.....	16,329 73
Total "Improvements and Additions," Account,		\$659,479 60	\$4,844,847 67	\$ 5,504,327 27

SCHEDULE OF GUARANTEED SPECIAL STOCK ISSUED TO LESSEE, FROM  
DATE OF LEASE TO DECEMBER 31ST, 1876, FOR IMPROVEMENTS  
AND ADDITIONS, AS PROVIDED IN THE XVIIth  
ARTICLE OF THE LEASE.

Feb. 17, 1872.	10,000 Shares of \$100 each, No. 1 to 100 inclusive,	\$1,000,000 00
Mar. 11, "	4,000 " " " " 101 to 140 "	400,000 00
June 30, "	5,000 " " " " - - - - -	500,000 00
Sept. 30, "	6,000 " " " " - - - - -	600,000 00
June 16, 1873.	7,280 " " " " - - - - -	728,000 00
Dec. 31, "	8,720 " " " " - - - - -	872,000 00
April 29, 1876.	8,000 " " " " No. 1419 to 1498, -	800,000 00
" "	1,500 " " " " 956 to 985, -	150,000 00
Aug. 16, "	230 " " " " 1596 to 1597 and 1104,	23,000 00
50,730		\$5,073,000 00

There is yet to be issued to the Lessee, on account of Expenditures for Improvements and Additions, made previous to December 31st, 1876, - - -		431,327 27
Total Issue of Stock, - - - - -		\$5,504,327 27

SAMUEL J. TILDEN AND CHARLES LANIER, TRUSTEES,  
IN ACCOUNT WITH  
THE PITTSBURGH, FT. WAYNE AND CHICAGO RAILWAY COMPANY'S FIRST  
MORTGAGE SINKING FUND BONDS.

## Dr.

1876.					
Jan. 1,	To Balance from 24th installment,	-	\$139,333	01	
" 31,	" Remittance,	-	4,375	00	
Feb. 28,	" "	-	4,375	00	
Mar. 30,	" "	-	4,375	00	
May 1,	" "	-	4,375	00	
" 31,	" "	-	4,375	00	
June 30,	" "	-	4,375	00	
Jan. 1,	" Coupons,	-	1,400	00	
Feb. 1,	" "	-	4,847	50	
Mar. 1,	" "	-	3,885	00	
April 1,	" "	-	5,985	00	
May 1,	" "	-	4,987	50	
June 1,	" "	-	4,672	50	
" 30,	" Interest from W. L. & Co.,	-	2,037	57	
					\$193,398 08

## Cr.

Feb. 4	By \$3,500 Bonds, at 115½ Int. and Com.	\$4,087	70	
" 24,	" 6,000 " 116 " "	6,932	50	
Mar. 15,	" 2,000 " 116½ " "	2,314	17	
" 16,	" { 5,500 " 117½ } " "	8,280	20	
	" { 1,500 " 116½ } " "			
" 21,	" 1,000 " 117½ " "	1,182	92	
" 22,	" 1,500 " 117 " "	1,756	88	
" 23,	" 2,000 " 117 " "	2,313	33	
" 24,	" 2,000 " 117 " "	2,377	50	
" 25	" 500 " 117¼ " "	579	80	
April 22,	" 1,000 " 117½ " "	1,182	08	
" 25,	" 3,000 " 117½ " "	3,571	25	
May 5,	" 2,000 " 119¼ " "	2,361	25	
" 8,	" 2,000 " 119½ " "	2,380	83	
" 15,	" 5,000 " 120 " "	6,000	42	
" 27,	" 2,000 " 119½ " "	2,357	50	
June 2,	" 3,500 " 119½ " "	4,146	05	
" 3,	" { 1,000 " 119½ } " "	2,349	17	
	" { 1,000 " 119¼ } " "			
" 5,	" 1,000 " 119½ " "	1,196	25	
" 13,	" 2,000 " 119½ " "	2,345	83	
" 27,	" 14,000 " 121 " "	16,826	26	
" 20,	" Trustees' Commission, \$500 each,	1,000	00	
				75,541 89
	Balance,	-	-	\$117,856 19

S. J. TILDEN,  
CHARLES LANIER,  
Trustees.

## SAMUEL J. TILDEN AND CHARLES LANIER, TRUSTEES,

## IN ACCOUNT WITH

THE PITTSBURGH, FT. WAYNE AND CHICAGO RAILWAY COMPANY'S SECOND  
MORTGAGE SINKING FUND BONDS.Dr.

1876.

Jan. 1,	To Balance from 24th installment,	-	\$61,517 45
" 31,	" Remittance,	-	4,300 00
Feb 28,	" "	-	4,300 00
Mar. 30,	" "	-	4,300 00
May 1,	" "	-	4,300 00
" 31,	" "	-	4,300 00
June 30,	" "	-	4,300 00
Jan. 1,	" Coupons,	-	3,395 00
Feb. 1,	" "	-	6,265 00
Mar. 1,	" "	-	7,630 00
April 1,	" "	-	2,590 00
May 1,	" "	-	6,650 00
June 1,	" "	-	4,655 00
June 30,	" Interest from W. L. & Co.,	-	923 93
			<u>\$119,426 38</u>

Cr.

Jan. 1,	By 4,000 Bonds, at 107 Int. and Com.	\$4,408 33
" 14,	" 3,000 " 107 " "	3,266 25
Feb. 16,	" 7,000 " 108 " "	7,673 75
" 18,	" 5,000 " 108 " "	5,476 25
" 24,	" 8,000 " 108½ " "	8,783 33
Mar. 14,	" 5,000 " 109 " "	5,514 58
May 2,	" 1,000 " 110 " "	1,083 75
June 30,	" Trustees' Commission, \$500 each,	1,000 00
		<u>37,101 24</u>
Balance,		<u>\$82,325 14</u>

S. J. TILDEN,  
CHARLES LANIER,  
*Trustees.*

E. &amp; O. E., NEW YORK, JUNE 30, 1876.

## SAMUEL J. TILDEN AND CHARLES LANIER,

IN ACCOUNT WITH

THE PITTSBURGH, FT. WAYNE AND CHICAGO RAILWAY COMPANY'S FIRST  
MORTGAGE SINKING FUND BONDS.**Dr.**

1876.			
July 1,	To Balance from 25th installment,	- - -	\$117,856 19
" 31,	" Remittance,	- - -	\$4,375 00
Aug. 30,	" " " " " "	- - -	4,375 00
Oct. 4,	" " " " " "	- - -	4,375 00
" 30,	" " " " " "	- - -	4,375 00
Dec. 1,	" " " " " "	- - -	4,375 00
" 30,	" " " " " "	- - -	4,375 00
			26,250 00
July 1,	" Coupons, July,	- - -	1,872 50
Aug. 1,	" " August,	- - -	5,180 00
Sept. 1,	" " September,	- - -	3,867 50
Oct. 1,	" " October,	- - -	6,440 00
Nov. 1,	" " November,	- - -	5,267 50
Dec. 1,	" " December,	- - -	5,162 50
			27,790 00
" 31,	" Interest on account from W. L. & Co.	- - -	1,504 05
			1,504 05
			<u>\$173,400 24</u>

**Cr.**

1876.			
July 21,	By 1,000 Bonds at 119½, Interest and Commission,	\$ 1,202 92	
Aug. 25,	" 16,000 " 122 " " "	19,639 16	
Sept. 2,	" Rent of Safe, Merchants Deposit Co., 1 year,	- 25 00	
" 15,	" 4,000 Bonds at 120, Interest and Commission,	4,758 33	
" 19,	" 5,000 " 120, " " "	6,047 08	
" 27,	" 2,000 " 119½, " " "	2,369 17	
" 28,	" 1,000 " 120, " " "	1,201 25	
Oct. 2,	" 2,000 " 120, " " "	2,390 84	
" 3,	" 1,500 " 120, " " "	1,810 63	
" 12,	" 5,000 " 119, " " "	5,893 75	
" 25,	" 8,000 " 120, " " "	9,647 91	
" 26,	" 1,000 " 120, " " "	1,189 58	
" 27,	" 3,000 " 120, " " "	3,574 59	
" 31,	" 2,000 " 120, " " "	2,414 17	
Nov. 2,	" 2,000 " 119½, " " "	2,346 83	
" 23,	" 10,000 " 121¼, " " "	12,079 17	
			\$63,500
Dec. 30,	Trustees' Commission, \$500 each,	- - -	\$1,900 00
			\$77,589 38
" 31,	Balance with Winslow, Lanier & Co.,	- - -	95,810 86

S. J. TILDEN,  
CHARLES LANIER,  
*Trustees.*

E. &amp; O. E., N. Y., Dec. 31st, 1876.

## SAMUEL J. TILDEN AND CHARLES LANIER, TRUSTEES,

## IN ACCOUNT WITH

THE PITTSBURGH, FT. WAYNE AND CHICAGO RAILWAY COMPANY'S  
SECOND MORTGAGE SINKING FUND BONDS.**Dr.**

1876.

July 1, To Balance from 25th Installment.	-	-	-	-	-	\$82,325 14
" 31, " Remittance,	-	-	-	-	-	\$ 4,300 00
Aug. 30, " "	-	-	-	-	-	4,300 00
Oct. 4, " "	-	-	-	-	-	4,300 00
" 30, " "	-	-	-	-	-	4,300 00
Dec. 1, " "	-	-	-	-	-	4,300 00
" 30, " "	-	-	-	-	-	4,300 00
						25,800 00
July 1. " Coupons, July,	-	-	-	-	-	3,430 00
Aug. 1, " " Aug.	-	-	-	-	-	6,300 00
Sept. 1, " " Sept.	-	-	-	-	-	7,630 00
Oct. 1, " " Oct.	-	-	-	-	-	2,625 00
Nov. 1, " " Nov.	-	-	-	-	-	6,650 00
Dec. 1, " " Dec.	-	-	-	-	-	4,655 00
						31,290 00
" 30, " Interest on Account, from W., L. & Co.,	-	-	-	-	-	1,464 27
						\$140,879 41

**Cr.**

Sept. 5, By 6,000 Bonds at 110, Interest and Commission, \$	6,531 67	
Dec. 9, " 10,000 " 114, " "	11,354 17	
" 29, " 5,000 " 114½ " "	5,590 42	
	\$21,000	\$23,476 26
Sept. 6, " Rent of Safe, Merchants Deposit Co., 1 year,	-	25 00
Dec. 30, " Trustees' Commission, \$500 each,	-	1,000 00
		24,501 26
Dec. 31, Balance with Winslow, Lanier & Co.,	-	\$116,378 15

S. J. TILDEN,  
CHARLES LANIER.*Trustees.*

E. &amp; O. E., N. Y., Dec. 31, 1876.



*FIFTEENTH*

—Annual Report—

OF THE

*BOARD OF DIRECTORS*

OF THE

Pittsburgh, Fort Wayne and Chicago

RAILWAY COMPANY,

TO THE

*STOCK AND BONDHOLDERS,*

FOR THE YEAR ENDING DECEMBER 31, 1877.

BAER & MYERS, BOOK AND JOB PRINTERS, PITTSBURGH, PA.  
1878.





# *Classification of Board of Directors.*

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## **FIRST CLASS.**

**Whose Term of Service Expires at the Annual Election, 1879.**

*John Sherman,  
Thomas A. Scott,  
L. B. Harrison.*

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## **SECOND CLASS.**

**Whose Term of Service Expires at the Annual Election, 1880.**

*George W. Cass,  
J. F. D. Lanier,  
S. J. Tilden,  
J. N. McCullough.*

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## **THIRD CLASS.**

**Whose Term of Service Expires at the Annual Election, 1881.**

*Jesse L. Williams,  
L. H. Meyer,  
Chas. E. Speer.*

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## **FOURTH CLASS.**

**Whose Term of Service Expires at the Annual Election, 1882.**

*Pliny Hoagland,  
R. R. Springer,  
Jno. N. Hutchinson.*

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## **— OFFICERS: —**

*GEORGE W. CASS, - - - President.*  
*F. M. HUTCHINSON, - - - Sec'y & Treas.*



# ANNUAL MEETING

OF THE

## STOCK AND BONDHOLDERS

OF THE

### Pittsburgh, Fort Wayne and Chicago Railway Company.

Pursuant to the following notice, the Stock and Bondholders met at the Office of the Company, in the City of Pittsburgh, on Wednesday, the Fifteenth day of May, 1878, at 12 o'clock, M.

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PITTSBURGH, FT. WAYNE & CHICAGO R'Y Co., }  
OFFICE OF THE SECRETARY.  
PITTSBURGH, PA., April 15, 1878. }

#### ELECTION—

The annual meeting of the stockholders of the Pittsburgh, Fort Wayne and Chicago Railway Company will be held at the General Office of the Company, No. 175 WOOD STREET, (Second Floor), City of Pittsburgh, at 12 o'clock, M., on WEDNESDAY, MAY 15, 1878, for the purpose of electing three Directors in the place of a like number, whose term of service expires on that day.

F. M. HUTCHINSON,

ap8:td

Secretary.

The meeting was organized by appointing W. H. Barnes, Esq. Chairman, and F. M. Hutchinson, Secretary.

When,

Louis H. Meyer, Esq., President *pro tem.*, presented the Fifteenth Annual Report of the Board of Directors, which was read by the Secretary.

On motion of G. A. Martin, Esq., the following resolution was adopted :

*Resolved*, That the Report of the Board of Directors, for the past year, be approved ; and that the Board be requested to have the same published in the usual form, without delay, and distributed among the Stock and Bond-holders.

On motion of D. B. Sutton, Esq., the following resolutions were adopted :

*Resolved*, That the polls for the Election of Directors be opened at the General Office of the Company, at 12 o'clock, M., and be kept open until the close of these proceedings, and that the voting shall be by ballot.

*Resolved*, That the Inspectors, so soon as the votes are counted, shall make a written return thereof, and file the same with the Secretary of the Company.

*Resolved*, That the Secretary of the Company shall, as soon as he receives the return of the election, notify in writing the persons who have been elected Directors.

L. H. Meyer, Esq., offered the following resolutions, which were adopted, viz :

*Resolved*, That on and after the payment of the next dividend, it is considered expedient that all transfers of stock should be made at one office only, viz : that of the Transfer Agency, City of New York, and abolishing the office for that purpose in the City of Pittsburgh.

*Resolved*, That the Board of Directors, or Officials of the Company, are hereby instructed and directed, on and after this date, not to issue new certificates of stock, or any other evidence of indebtedness, upon the statement or affidavit of parties as to loss or misplacement ; but sufficient and positive proof of absolute destruction must be furnished them before acting in the premises.

The President appointed Messrs. Leggitt and Dury Inspectors of the Election.

No further business being before the meeting,

On motion, adjourned.

F. M. HUTCHINSON,

*Secretary.*

## ANNUAL REPORT

OF THE

## Pittsburgh, Fort Wayne and Chicago Railway Co.

*To the Stockholders and Bondholders of the**Pittsburgh, Fort Wayne and Chicago Railway Company :*

The Board of Directors submit for your information the following abstract from a statement of the affairs of the Company, and of the condition of its property, for the year 1877, as furnished by the Lessee, under Section 15 of the Lease.

## THE EARNINGS OF THE ROAD FOR THE YEAR, WERE :

From Freights,	-	-	-	-	-	\$4,790,424	10
" Passengers,	-	-	-	-	-	1,779,498	37
" Express,	-	-	-	-	-	149,301	00
" Transportation of Mails,	-	-	-	-	-	96,408	51
" Rent of Railway,	-	-	-	-	-	100,652	05
" Miscellaneous,	-	-	-	-	-	12,572	08
Total,	-	-	-	-	-	\$6,928,856	11
The Earnings for 1876 were	-	-	-	-	-	7,853,848	91
TOTAL,	-	-	-	-	-	\$	924,992 80

Showing a more favorable result than was expected.

## THE EXPENSES OF WORKING THE TRAFFIC FOR THE YEAR, WAS :

For Conducting Transportation,	-	-	-	-	\$1,364,418 15
“ Motive Power,	-	-	-	-	1,058,281 03
“ Maintenance of Way,	-	-	-	-	904,121 22
“ Maintenance of Cars,	-	-	-	-	437,074 11
“ General Expenses,	-	-	-	-	300,503 83
Total,	-	-	-	-	\$4,064,398 34
The Expenses of 1876 were	-	-	-	-	4,787,161 37
TOTAL,	-	-	-	-	\$ 722,763 03

Being a decrease of operating expenses of above amount over the same items of last year.

We present a concise summary of the financial result, to the Lessee, of the business of last year :

Gross Earnings,	-	-	-	-	\$6,928,856 11
Operating Expenses,	-	-	-	-	4,064,398 34
Net Earnings of the Railway,	-	-	-	-	\$2,864,457 77
Add net gain in operating New Castle and Beaver Valley Rail Road,	-	-	-	\$67,021 42	
Add net gain in operating Lawrence R. R.	-	-	-	24,667 48	
					91,688 90
					\$2,956,146 67
From which deduct amount paid Cleveland and Pittsburgh Rail Road, division of Joint Earnings,	-	-	-	\$61,492 07	
Tax on Capital Stock,	-	-	-	11,179 30	
					72,671 37
					\$2,883,475 30
From which the Lessee has paid for Dividends on the Stocks and Bonds of your Company,	-	-	-	2,732,453 25	
Leaving as Profit to the Lessee,	-	-	-	-	\$ 151,022 05
Out of which sum the Lessee has contributed to, and invested in the Sinking Fund of your Comp'y,					104,100 00
Surplus,	-	-	-	-	\$ 46,922 05

The Lessee has made, punctually, all the payments during the year which are required by the lease.

You will find appended a statement of moneys received and disbursed by the Trustees on account of the "Sinking Fund" during the year.

The whole amount of Bonds purchased for, and now in the Sinking Fund, are :

First Mortgage Bonds,	-	-	-	-	\$ 992,000 00
Second Mortgage Bonds,	-	-	-	-	994,000 00
Total,	-	-	-	-	\$1,986,000 00
Add Cash on hand,	-	-	-	-	171,755 36
Total Sinking Fund, December 31st, 1877,	-	-	-	-	<u>\$2,157,755 36</u>

In the last Annual Report it was suggested to the Bondholders that in view of a large percentage of the Sinking Fund being absorbed in the payment of a *premium* on the bonds instead of being applied on *principal*; the question of a modification of the provisions of the Mortgage on this point was worthy of their consideration, upon which no action has been taken, owing to the preliminaries not yet being arranged.

The Annual Report of the Consulting Engineer, J. C. Spencer, Esq., on the material condition of your Road and property will be found appended. We call attention to the "*Summary of Improvements and Additions*" it contains.

Progress is still being made in adjusting the claims against the Company; about fifty thousand dollars of which, including costs and Attorney fees, have been paid during the past year.

The "Swage Block" case recently decided in the Supreme Court of the United States, against the Company, has been fully and finally settled.

The Account of the Treasurer, showing the receipts and disbursements of the Fund for "Maintaining the Organization of the Company;" as also his General Account of Receipts and Disbursements for the year, are herewith submitted.



As stated in the last Annual Report :

Whole Amount of "Guaranteed Stock" issued to					
the Lessee up to that date, was	-	-	-	\$5,073,000	00
Issued during the year,	-	-	-	431,300	00
Total,	-	-	-	<u>\$5,504,300</u>	<u>00</u>

The Betterments in 1877, for which the Lessee, under Section XVI of the Lease will be entitled to in "Special Guaranteed Stock" will not exceed one hundred and eighty thousand dollars.

The whole amount of the Share Capital issued to the close of the year 1877, is:

Of Original Stock,	-	-	-	-	\$19,714,285	71
Of "Guaranteed Special" Stock,	-	-	-	-	<u>5,504,300</u>	<u>00</u>
Total Capital Stock,	-	-	-	-	<u>\$25,218,585</u>	<u>71</u>

Respectfully submitted,

L. H. MEYER,

*President, pro tem.*

PITTSBURGH, May 15, 1878.

# Pittsburgh, Fort Wayne and Chicago Railway Co.

F. M. HUTCHINSON, TREASURER, IN ACC'T WITH FUND FOR MAINTAINING ORGANIZATION OF COMPANY.

Dr.		Cr.	
1877.		1877.	
Jan'y 1. To Balance, as per last report,	\$ 164 90	Dec. 31. By payments as follows :	
Dec. 31. To Amount received from Lessee,	10,000 00	Amount paid President, <i>pro tem.</i> , Salary, one year, ending at date,	\$2,400 00
<div style="border-left: 1px solid black; border-right: 1px solid black; height: 100px; width: 100%;"></div>		Amount paid Secretary and Treasurer, including quarter ending December 31st, 1877,	3,550 27
		Amount paid Clerk Executive Committee, one year, ending at date,	836 93
		Amount paid Messenger, Extra Postage, &c. including quarter ending Dec. 31st, 1877,	980 00
		Amount paid Printing Annual Report, Stationery, Advertising Annual Meeting, &c.,	1,151 18
		Amount paid Rent and Expenses, Office of President, N. York, 23 5th Av. up to date,	469 28
		By Balance,	827 24
			<u>\$ 10,164 90</u>
<div style="border-left: 1px solid black; border-right: 1px solid black; height: 100px; width: 100%;"></div>			
			<u>\$ 10,164 90</u>
(E. AND O. E.)		F. M. HUTCHINSON,	
		<i>Treasurer.</i>	
		DECEMBER 31, 1877.	

REPORT  
OF THE  
*CONSULTING ENGINEER*  
OF THE  
Pittsburgh, Ft. Wayne & Chicago Railway.

*To the Executive Committee of the  
Pittsburgh, Fort Wayne and Chicago Railway Co.*

GENTLEMEN :

The general examination of the condition of your Railway, as required by the 5th Section of your Lease to the Pennsylvania Rail Road Company, was made during the last half of November, and the following report is submitted as the result of such examination.

ROLLING STOCK AND MACHINE SHOPS.

The Engines appear to have had the same careful attention as noted in previous reports. No addition has been made to the number, but the replacement of the old engines by new and more powerful ones is gradually going on, six having been rebuilt the past year. This change of character of the engines, which has been going on each year, has increased their efficiency to the extent, that they are now in excess of the freight car equipment of the road, of which latter, perhaps, the box cars could be increased with profit to

the Lessee, and to the advantage of the business of the road, as they are not in proportion to the other freight cars, or to the motive power.

Without discussing the question as to whether the present freight rates are profitable to the road or not, the fact is, the rates are low enough to bring to the trunk lines for transportation to the East, large amounts of grain which formerly accumulated in the West, waiting the cheaper transportation by water during the summer, and this necessitates on the part of the lines a large box car equipment.

During the riot at Pittsburgh, last summer, 84 box, 23 flat and 7 stock cars of your Company, which were in the yard of the Pennsylvania Rail Road Company, were destroyed; of these the box cars and 1 stock car have been replaced, leaving the equipment at the end of the year short 23 flat and 6 stock cars, as certified to by the General Manager. Your Company was so fortunate as to lose no other property during the strike and riots last summer, which at one time threatened very serious losses at Pittsburgh, and other points.

The shops, machinery and engine houses, have been kept generally in fair order; no additions were made to either during the year.

#### TRACK.

The track is being steadily improved by the substitution of steel for iron rails, and ballasting with cinder and broken stone. 2,500 tons of steel rails were laid on the Eastern Division, in place of iron, leaving now but seven miles of double, and four miles of single track of this division with iron rails.

This Division is in fair order throughout, and such of the track as is on cinder ballast, is first class in every respect. Additional sidings were put in at Alliance, and in the west yard at Allegheny City.

On the Western Division, 6,000 tons of steel rails have been laid, making a decided improvement in its condition over last year. As there are still over 100 miles of the track of this division with iron

rails, more or less worn rails are to be found, but if steel is laid at same rate as last two years, there will be no iron in the main track of the road by the end of next year. Ten miles of this division have been ballasted with stone from a quarry near the centre of the road, opened the previous year; and ballasting with cinder has been pushed steadily east from Chicago.

Additional sidings have been put in at Bucyrus and Hobart, and the long sidings in Stewart's Avenue, Chicago, have been brought up to grade and ballasted.

The Iron Bridges, with few exceptions, are well painted, and seem to have more careful attention than formerly.

It gives me pleasure to speak thus favorably of the condition of the track and rolling stock, and the improvement to the former last year in face of the decreased earnings of the road. I question whether the natural increase of freight between the East and West, will not be more than met by the opening of new routes, increased facilities on existing lines, and improvement in water transportation; and the attention given to track and rolling stock, shows that the Lessee considers their condition essential features in the economical transportation of freight, which is the more necessary from the inevitable competition this line must maintain at times with other routes.

#### STATION BUILDINGS.

In my previous reports I have spoken of the want of a suitable Passenger Station in Allegheny City, and the condition of the station buildings generally, particularly on the Eastern Division. The past year shows a marked improvement on that division in that part of your property. A very handsome Passenger Station has been built in Allegheny City. The building is 50 by 80 feet, of Philadelphia pressed brick, with stone trimmings; galvanized iron cornices, iron floor beams, and is thoroughly and substantially built in every particular. The interior is conveniently arranged and handsomely finished, is well heated, lighted and ventilated. This station now, with its tracks and sheds, will compare favorably, in general

appearance and convenience, with any station of similar size in the country. At Enon, Economy and Edgeworth, new and handsome station buildings have taken the place of the old ones, and a number of the old stations have been renovated, and with proper care the buildings will answer the purpose for some years to come.

What has been done in this direction, with what is in contemplation, for which requisitions have been made and approved, would show that the Lessee is in earnest to improve this part of your property so long neglected. There is still much to be done to bring the stations to a proper condition, but a few years of as earnest effort in that direction, as was shown in the last, will bring about the result. One improvement, however, should not be delayed much longer, that is a suitable passenger station in Chicago. Your road, as part of one of the great trunk lines of the country, has but the poorest of accommodations at its principal terminal point. In the severe competition, which exists for the Eastern travel from Chicago, this must have an effect. I would not advocate an expensive station. A plain building, with the necessary waiting rooms, and sufficient shed-room for trains need not be expensive. Should there be any difficulties in the way, by reason of joint ownership of part of the property, it is to be hoped they may be adjusted and something more in keeping with the line soon take the place of the present old structure.

Respectfully,

J. C. SPENCER,

*Consulting Engineer,*

P., F. W. & C. R'Y.

**"SUMMARY OF IMPROVEMENTS AND ADDITIONS."**

SHOWING GRAND TOTAL FROM JANUARY 1, 1875 TO DECEMBER 31, 1877.

ALSO, GRAND TOTAL FROM JANUARY 1, 1875 TO DECEMBER 31, 1876.

ALSO, GRAND TOTAL FOR THE YEAR 1877

No.	FOR YEAR ENDING DEC. 31, 1877.	1877. PRESENT REPORT.	1876. FORMER REPORT.	TOTAL.
1	LOCOMOTIVE ENGINES, - -	.....	\$ 711,457 00	\$ 711,457 00
2	PASS. COACHES & BAG. CARS,	\$ 16,954 68	177,235 37	194,190 05
3	BOX CARS, - - - - -	.....	510,209 02	510,209 02
4	STOCK CARS, - - - - -	.....	423,720 00	423,720 00
5	GONDOLA CARS, - - - -	.....	396,830 88	396,830 88
6	CABOOSE CARS, - - - -	.....	17,161 14	17,161 14
7	MACHINERY FOR SHOPS, -	.....	73,659 45	73,659 45
8	MACHINE SHOPS, - - - -	.....	145,900 02	145,900 02
9	ENGINE HOUSES, - - - -	.....	109,283 39	109,283 39
10	WATER STATIONS, - - -	.....	47,790 31	47,790 31
11	STATION HOUSES, - - -	35,282 61	116,388 44	151,671 05
12	BRIDGES AND CULVERTS, -	254 38	375,777 76	376,032 14
13	SECOND TRACK, - - - -	27 75	687,622 03	687,649 78
14	THIRD & FOURTH TRACKS,	.....	23,686 11	23,686 11
15	SIDE TRACKS AND SIDINGS,	16,352 99	282,514 97	298,867 96
16	STEEL RAIL, - - - - -	84,879 11	819,922 96	904,802 07
17	FENCING, - - - - -	.....	17,475 21	17,475 21
	(Stone Walls in Allegheny Parks.)			
18	STREET AND ROAD CROS'GS,	.....	1,710 97	1,710 97
19	SALARIES & EXP'S OF ENG'S,	10,209 73	113,991 78	124,201 51
20	REAL ESTATE & R'T OF WAY,	1,372 92	435,660 73	437,033 65
21	LEGAL EXPENSES, - - -	.....	16,320 73	16,329 73
	Quo Warranto Case in Circuit Court of U. S. for North Dist of Ohio.			
	TOTAL BETTERM'T ACCTS. To December 31st, 1877.	\$ 165,334 17	\$5,504,327 27	\$5,669,661 44

## SCHEDULE OF GUARANTEED SPECIAL STOCK,

ISSUED TO LESSEE FROM DATE OF LEASE TO DECEMBER 31, 1877, FOR

## "IMPROVEMENTS AND ADDITIONS"

AS PROVIDED IN THE XVth ARTICLE OF THE LEASE.

February 17, 1872,	10,000	of \$100 each,	1 to 100 inclusive,	-	\$1,000,000	00
March 11, "	4,000	" "	101 to 140 "	-	400,000	00
June 30, "	5,000	" "	- - - - -	-	500,000	00
Septem. 30, "	6,000	" "	- - - - -	-	600,000	00
June 16, 1873,	7,280	" "	- - - - -	-	728,000	00
Decemb'r 31, "	8,720	" "	- - - - -	-	872,000	00
April 29, 1876,	8,000	" "	1,419 to 1,498	- -	800,000	00
" 29, "	1,500	" "	956 to 958	- -	150,000	00
August 16, "	230	" "	1,596 and 1,597 and 1,104,		23,000	00
June 4, 1877,	4,300	" "	1,645 to 1,687 inclusive,		430,000	00
June 4, 1877,	13	" "	1,122 - - - - -		1,300	00
Total Issue of Stock,					\$5,504,300	00



S. J. TILDEN AND CHARLES LANIER, TRUSTEES,  
IN ACCOUNT WITH  
PITTSBURGH, FORT WAYNE AND CHICAGO RAILWAY COMPANY'S  
FIRST MORTGAGE BONDS.  
SINKING FUND.

## Dr.

1876.									
Dec. 31,	To	Balance from 26th installment,	-	-	-	-	-	\$95,810	86
1877.									
Jan. 31,	To	Remittance,	-	-	-	-	-	4,375	00
Feb. 28,	"	"	-	-	-	-	-	4,375	00
Mar. 30,	"	"	-	-	-	-	-	4,375	00
Apr. 30,	"	"	-	-	-	-	-	4,375	00
May. 29,	"	"	-	-	-	-	-	4,375	00
June 30,	"	"	-	-	-	-	-	4,375	00
Jan. 1,	"	Coupons,	-	-	-	-	-	2,782	50
Feb. 1,	"	"	-	-	-	-	-	5,705	00
Mar. 1,	"	"	-	-	-	-	-	4,252	50
Apr. 1,	"	"	-	-	-	-	-	6,737	50
May 1,	"	"	-	-	-	-	-	6,002	50
June 1,	"	"	-	-	-	-	-	5,740	00
" 30,	"	Interest from W., L. & Co.	-	-	-	-	-	861	85
									\$154,142 71

## Cr.

1877.									
Feb. 6,	By	\$3,000 Bonds, @ 120	Interest and Com.	\$3,638	75				
" 20,	"	3,000	"	"	"	3,615	41		
" 21,	"	3,500	"	"	"	4,218	97		
" 26,	"	12,000	"	"	"	14,479	13		
" 27,	"	5,000	"	"	"	6,087	92		
Mar. 2,	"	1,000	"	"	"	1,212	92		
" 5,	"	5,000	"	"	"	5,977	08		
" 6,	"	8,000	"	"	"	9,674	16		
" 9,	"	2,000	"	"	"	2,402	50		
" 23,	"	10,000	"	"	"	11,989	17		
" 28,	"	2,000	"	"	"	2,408	34		
" 31,	"	1,000	"	"	"	1,189	58		
April 3,	"	1,000	"	"	"	1,189	58		
" 9,	"	1,000	"	"	"	1,195	42		
" 10,	"	500	"	"	"	600	63		
" 17,	"	1,500	"	"	"	1,781	46		
" 19,	"	1,000	"	120 $\frac{1}{2}$	"	1,196	67		
" 27,	"	3,000	"	120	"	3,609	58		
" 28,	"	2,000	"	120 $\frac{1}{2}$	"	2,428	33		
May 2,	"	3,000	"	120	"	3,592	08		
" 8,	"	1,000	"	121	"	1,187	92		
" 10,	"	500	"	"	"	599	80		
" 15,	"	2,500	"	121 $\frac{1}{2}$	"	3,010	85		
" 16,	"	20,000	"	122	"	24,191	67		
" 22,	"	11,000	"	121	"	13,283	75		
" 23,	"	1,000	"	"	"	1,187	92		
June 1,	"	1,000	"	121 $\frac{1}{2}$	"	1,195	00		
" 5,	"	1,000	"	121	"	17,842	09		
" 30,	"	Trustee's Commission, \$500 each,				1,000	00		
		One-half Cost of Stamp,				4	00		
								145,990	68
June 30, 1877,	Balance with W., L. & Co.	-	-	-	-	\$8,152	03		

S. J. TILDEN,  
CHARLES LANIER,  
Trustees.

S. J. TILDEN AND CHARLES LANIER, TRUSTEES,  
IN ACCOUNT WITH  
THE PITTSBURGH, FORT WAYNE AND CHICAGO RAILWAY COMPANY,  
SECOND MORTGAGE BONDS.  
SINKING FUND.

## Dr.

1876.

Dec. 31, To Balance from 26th Installment, \$116,378 15

1877.

Jan. 31, To Remittance, - - - - - 4,300 00

Feb. 28, " - - - - - 4,300 00

Mar. 30, " - - - - - 4,300 00

Apr. 30, " - - - - - 4,300 00

May 29, " - - - - - 4,300 00

June 30, " - - - - - 4,300 00

Jan. 1, " Coupons, - - - - - 2,887 50

Feb. 1, " " - - - - - 6,650 00

Mar. 1, " " - - - - - 7,805 00

Apr. 1, " " - - - - - 2,695 00

May 1, " " - - - - - 7,105 00

June 1, " " - - - - - 4,865 00

" 30, " Interest from W., L. &amp; Co. 1,655 79

\$175,841 44

1877.

## Cr.

Feb. 13, By \$1,000 Bonds @ 112½ Int. and Com. \$1,137 92

" 14, " 3,000 " " " 3,390 42

" 15, " 5,000 " 113 " 5,714 58

Mar. 5, " 1,000 " 112½ " 1,141 25

" 6, " 2,000 " 112½ " 2,246 67

April 6, " 10,000 " 113 " 11,315 83

" 9, " 8,000 " " " 9,084 17

" 25, " 2,000 " 112½ " 2,217 50

" 26, " 2,000 " " " 2,229 17

" 28, " 3,000 " 113½ " 3,377 50

May 1, " 5,000 " 113 " 5,627 08

" 8, " 1,000 " " " 1,107 92

" 15, " 3,000 " 113½ " 3,389 58

" 16, " 1,000 " 113½ " 1,142 08

" 18, " 11,000 " 114 " 12,402 08

" 22, " 1,000 " 114½ " 1,146 25

June 2, " 6,000 " 1@115 } " 6,796 26

" 4, " 2,000 " 5@114½ } " 2,245 83

" 30, " One-half Commission to Trustees, 1,000 00

" 30, " One-half Cost of Stamp, 4 00

\$76,716 09

June 30, 1877, Balance with W., L. &amp; Co. - - - \$99,125 35

S. J. TILDEN,  
CHARLES LANIER,

*Trustees.*

**S. J. TILDEN AND CHARLES LANIER, TRUSTEES,'**  
**IN ACCOUNT WITH**  
**THE PITTSBURGH, FORT WAYNE AND CHICAGO RAILWAY COMPANY,**  
**FIRST MORTGAGE SINKING FUND BONDS.**

**Dr.**

1877.					
June 30,	To	Balance from 27th Installment,	-	\$	8,152 03
July 31,	"	Remittance for Acc't Sinking Fund,			4,375 00
Aug. 31,	"	" " " "			4,375 00
Oct. 1,	"	" " " "			4,375 00
" 31,	"	" " " "			4,375 00
Nov. 30,	"	" " " "			4,375 00
Dec. 31,	"	" " " "			4,375 00
July 1,	"	Coupons from Bonds, - - - -			2,502 50
Aug. 1,	"	" " " " - - - -			6,682 50
Sept. 1,	"	" " " " - - - -			5,145 00
Oct. 1,	"	" " " " - - - -			6,947 50
Nov. 1,	"	" " " " - - - -			6,567 50
Dec. 1,	"	" " " " - - - -			6,107 50
" 31,	"	Interest from W., L. & Co. - -			254 08
					\$68,658 59

**Cr.**

1877.					
July 23,	By	\$3,000 Bonds, @ 118	Interest and Com.	\$3,561 25	
Aug. 2,	"	5,000 " 117 $\frac{1}{2}$	" "	5,998 75	
Aug. 8,	"	500 " 118	" "	593 92	
Sept. 20,	"	$\frac{1}{2}$ Rent of Safe, Mer. Dep. Co.		25 00	
" 20,	"	$\frac{1}{2}$ Bill for Steel Letter S,		2 50	
Oct. 4,	"	2,000 Bonds, @ 117 $\frac{1}{2}$	Interest and Com.	2,329 17	
" 8,	"	5,000 " 117 $\frac{1}{2}$	" "	5,910 44	
" 9,	"	$\frac{1}{2}$ Carpenter work on Blocks,		95	
" 17,	"	4,000 Bonds, @ 117 $\frac{1}{2}$	Interest and Com.	4,700 42	
" 27,	"	500 " 117	" "	588 55	
Nov. 30,	"	1,000 " 119 $\frac{1}{2}$	" "	1,196 25	
Dec. 1,	"	10,000 " 120	" "	11,895 83	
" 15,	"	4,000 " 120	" "	4,735 00	
" 22,	"	1,000 " 120	" "	1,172 08	
" 31,	"	Trustee's Commission, \$500 each,	1,000 00		
					\$43,710 11
Balance, - - - - -					24,948 48
					\$68,658 59

**FIRST MORTGAGE BONDS ON HAND, AS PER LAST REPORT :**

June 30, 1877, in hands of C. Lanier, Trustee,	\$567,000 00
" " " S. J. Tilden, "	389,000 00
Purchased since last report,	36,000 00
Total First Mortgage Bonds, - - - -	\$992,000 00

E. &amp; O. E. New York, Dec. 31, 1877.

CHARLES LANIER, *Trustee.*

S. J. TILDEN AND CHARLES LANIER, TRUSTEES,  
IN ACCOUNT WITH  
THE PITTSBURGH, FORT WAYNE AND CHICAGO RAILWAY COMPANY,  
SECOND MORTGAGE SINKING FUND BONDS.

## Dr.

1877.

June 30,	To Balance from 27th Installment, - -	\$99,125 35
July 31,	“ Remittance for Account Sinking Fund,	4,300 00
Aug. 31,	“ “ “ “	4,300 00
Oct. 1,	“ “ “ “	4,300 00
“ 31,	“ “ “ “	4,300 00
Nov. 30,	“ “ “ “	4,300 00
Dec. 31,	“ “ “ “	4,300 00
July 1,	“ Coupons from Bonds, - - -	3,885 00
Aug. 1,	“ “ “ - - -	6,860 00
Sept. 1,	“ “ “ - - -	8,470 00
Oct. 1,	“ “ “ - - -	2,765 00
Nov. 1,	“ “ “ - - -	7,840 00
Dec. 1,	“ “ “ - - -	4,865 00
“ 31,	“ Interest from W., L. & Co. - -	1,780 82
		<u>\$161,391 17</u>

## Cr.

1877.

Aug. 28,	By \$5,000 Bonds, @ 112 Interest and Com.	\$5,664 58
“ 29,	“ 4,000 “ 112 “ “	4,531 67
Sept. 20,	“ $\frac{1}{2}$ Rent of Safe, Mer. Dep. Co.	25 00
“ “	“ $\frac{1}{2}$ Bill, Steel Letter S,	2 50
Oct. 9,	“ $\frac{1}{2}$ “ Work on Blocks,	95
Nov. 10,	“ 2,000 Bonds, @ 113 Interest and Com.	2,239 17
Dec. 8,	“ 1,000 “ 112 $\frac{1}{2}$ “ “	1,120 42
“ 31,	“ Trustees' Commission, \$500 each, 1,000 00	
		<u>\$14,584 29</u>
Balance, - - - - -		146,806 88
		<u>\$161,391 17</u>

## SECOND MORTGAGE BONDS ON HAND, AS PER LAST REPORT :

June 30, 1877,	In hands of Chas. Lanier, Trustee,	\$518,000 00
“ “ “	“ S. J. Tilden, “	464,000 00
	Purchased since last report,	12,000 00
Total Second Mortgage Bonds, - - - -		<u>\$994,000 00</u>

E. &amp; O. E. New York, Dec. 31, 1877.

CHARLES LANIER,

Trustee.



SIXTEENTH  
ANNUAL REPORT

OF THE  
BOARD OF DIRECTORS

OF THE  
**Pittsburgh, Fort Wayne and Chicago**  
*RAILWAY COMPANY,*

TO THE  
**Stock and Bondholders,**

FOR THE  
YEAR ENDING DECEMBER 31, 1878.

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MYERS, SHINKLE & CO. PRINTERS AND STATIONERS, 145 WOOD STREET, PITTSBURGH, PA.

1879.



SIXTEENTH  
ANNUAL REPORT

OF THE

BOARD OF DIRECTORS

OF THE

Pittsburgh, Fort Wayne and Chicago

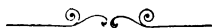
*RAILWAY COMPANY,*

TO THE

Stock and Bondholders,

FOR THE

YEAR ENDING DECEMBER 31, 1878.



MYERS, SHINKLE & CO. PRINTERS AND STATIONERS, 145 WOOD STREET, PITTSBURGH, PA.

1879.





# CLASSIFICATION OF BOARD OF DIRECTORS.

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## FIRST CLASS.

WHOSE TERM OF SERVICE EXPIRES AT THE ANNUAL ELECTION, 1880.

*George W. Cass,  
J. F. D. Lanier,  
S. J. Tilden,  
J. N. M'Cullough.*

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## SECOND CLASS.

WHOSE TERM OF SERVICE EXPIRES AT THE ANNUAL ELECTION, 1881.

*Jesse L. Williams,  
L. H. Meyer,  
Chas. E. Speer.*

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## THIRD CLASS.

WHOSE TERM OF SERVICE EXPIRES AT THE ANNUAL ELECTION, 1882.

*Pliny Hoagland,  
R. R. Springer,  
Jno. N. Hutchinson.*

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## FOURTH CLASS.

WHOSE TERM OF SERVICE EXPIRES AT THE ANNUAL ELECTION, 1883.

*John Sherman,  
Thomas A. Scott,  
L. B. Harrison.*

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## OFFICERS.

<i>LOUIS H. MEYER,</i>	- -	<i>President, pro tem.</i>
<i>F. M. HUTCHINSON,</i>	- -	<i>Sec'y &amp; Treas'r.</i>



**Annual Meeting**  
OF THE  
**STOCK AND BONDHOLDERS**  
OF THE  
**PITTSBURGH, FORT WAYNE & CHICAGO**  
**RAILWAY COMPANY.**

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Pursuant to the following notice, the Stock and Bondholders met at the Office of the Company, in the City of Pittsburgh, on Wednesday, the Twenty-first day of May, 1879, at 12 o'clock, M.

"Pittsburgh, Fort Wayne and Chicago Railway Company. Office of the Secretary. Pittsburgh, Pa., April 14th, 1879. Notice. The annual meeting of the Stock and Bondholders of the Pittsburgh, Fort Wayne and Chicago Railway Company, will be held at the General Office of the Company, No. 175 Wood street, (second floor,) City of Pittsburgh, at 12 o'clock, M., on Wednesday, the twenty-first (21st) day of May, 1879, for the purpose of electing three Directors, in the place of a like number whose time of service expires on that day."

"F. M. HUTCHINSON,  
*Secretary.*"

The meeting was organized by appointing JNO. BIRMINGHAM, Esq., Chairman, and F. M. HUTCHINSON, Secretary.

When :

LOUIS H. MEYER, Esq., President, *pro tem.*, presented the Sixteenth Annual Report of the Board of Directors, which was read by the Secretary.

On motion of JNO. B. JACKSON, Esq., the following resolution was adopted :

*Resolved*, That the Report of the Board of Directors, for the past year, be approved ; and that the Board be requested to have the same published in the usual form, without delay, and distributed among the Stock and Bondholders.

On motion of REUBEN MILLER, Esq., the following resolutions were adopted :

*Resolved*, That the polls for the Election of Directors be opened at the General Office of the Company, at 12½ o'clock, P. M., and be kept open until the close of these proceedings, and that the voting shall be by ballot.

*Resolved*, That the Inspectors, so soon as the votes are counted, shall make a written return thereof, and file the same with the Secretary of the Company.

*Resolved*, That the Secretary of the Company shall, as soon as he receives the return of the election, notify in writing the persons who have been elected Directors.

The President appointed Messrs. LIGGETT and DURY inspectors of the election.

No further business before the meeting,

On motion, adjourned.

F. M. HUTCHINSON,

*Secretary.*

# Annual Report

OF THE

## PITTSBURGH, FORT WAYNE & CHICAGO RAILWAY COMPANY.



To the Stock and Bondholders of the  
Pittsburgh, Fort Wayne and Chicago Railway Co.

The Board of Directors submit for your information the following statement of the affairs of the Company, and of the condition of its property, for the year 1878, as furnished by the Lessee, under Section 15 of the Lease.

### STATEMENT IN DETAIL OF OPERATING EXPENSES, FOR YEAR ENDING DECEMBER 31st, 1878.

#### CONDUCTING TRANSPORTATION.

Advertising,.....	\$ 6,712 29
Agencies, Tickets—Freight,.....	84,414 01
“ Foreign,.....	114,877 41
Baggage Masters,.....	30,216 79
Brakesmen,.....	214,412 52
Cars—Cleaning and Inspecting,.....	38,389 72
“ —Fuel and Light,.....	15,533 85
“ —Hire of,.....	69,420 66
“ —Incidental Supplies of,.....	8,776 87
“ —Oil, Tallow and Waste,.....	24,144 98

Clerks,.....	\$ 154,519 08
Conductors,.....	161,668 66
Damage to Property, including Stock killed,.....	3,806 91
Despatchers,.....	28,556 88
Drayage,.....	12,552 91
Flagmen at Crossings,.....	25,612 27
Incidentals,.....	45,200 81
Injuries to Individuals,.....	6,197 37
Insurance,.....	9 65
Loss and Damage of Baggage,.....	69 00
"        "        Goods,.....	15,453 82
Mail Expenses,.....	1,667 95
Printing and Stationery,.....	28,820 61
Stations—Fuel and Light at,.....	14,975 81
"    —Furniture, &c. ....	2,621 69
"    —Labor at,.....	163,225 19
"    —Petty Expenses of,.....	4,523 89
"    —Repairs of, and Rent,.....	62,759 62
"    Warehouse charges,.....	6,298 27
Switch Tenders at and about Stations and Yards,.....	16,089 82
Superintendence,.....	18,972 24
Telegraph—Salaries of Operators,.....	57,504 54
"    —Repairs and Incidental Expenses of,.....	7,176 67
Wrecks—Clearing,.....	1,078 91
Switching and Track Service,.....	6,484 58
Total Conducting Transportation,.....	\$1,452,746 25

#### MOTIVE POWER.

Enginemen and Firemen—Passenger,.....	\$ 74,181 05
"        "    —Freight,.....	318,519 69
Engine Houses and Machine Shops—Fuel for Stoves,.....	7,144 15
"        "        M. S. and T. T.—Repairs of,.....	29,271 47
Fuel Stations—Incidental Expenses of,.....	264 50
"        —Fixtures and Repairs of,.....	2,088 64
Incidentals,.....	13,034 13
Laborers and Wipers,.....	74,791 07
Locomotives—Passenger, Coal for,.....	41,278 15
"        —Freight, " " .....	195,614 85
"        —Passenger, Oil, Tallow, Waste, &c.,.....	5,934 49
"        —Freight, " " " " .....	23,689 85
"        —Passenger, Repairs of,.....	45,244 24

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Locomotives—Freight, Repairs of,.....	\$ 100,833 46
“ —Passenger, Wood for,.....	7,887 43
“ —Freight, “ “ .....	22,345 62
“ —Furniture and Fixtures of,.....	2,918 62
Printing and Stationery,.....	746 43
Superintendence, .....	3,381 27
Tools and Machinery—Repairs of,.....	13,806 24
Watchmen,.....	7,827 97
Water Supply,.....	19,591 46
Water Stations—Expenses of,.....	429 19
“ “ —Fixtures and Repairs of,.....	18,253 05
Total Motive Power,.....	\$1,089,677 02

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## MAINTENANCE OF WAY.

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Ballast,.....	\$ 139,060 66
Bridges—Repairs of, .....	39,950 84
Cattle Guards and Road Crossings,.....	7,289 76
Clerks,.....	2,717 81
Cross-ties,.....	147,637 86
Culverts,.....	7,212 13
Ditching,.....	16,553 02
Fences—Repairs of,.....	13,366 75
Frogs,.....	10,910 89
Foremen and Watch Houses,.....	2,113 97
Hand Cars, Trucks, &c.....	4,743 93
Incidentals,.....	2,764 63
Oil, Fluid and Tallow, .....	2,716 97
Printing and Stationery,....	200 44
Road Bed and Track Labor,.....	234,735 99
Rails—Iron,.....	21,944 38
“ —Steel,.....	97,443 56
Spikes,.....	9,368 94
Splices and Bolts,.....	19,398 55
Switches and Switch Posts,.....	24,898 18
Snow and Ice Removal,.....	5,348 50
Superintendence and Supervisors, .....	13,002 16
Tools and Repairs of Tools,.....	15,789 03
Watchmen,.....	14,914 44
Total Maintenance of Way,.....	\$ 854,084 09

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## MAINTENANCE OF CARS.

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Cars—Passenger and Baggage—Repairs of, .....	\$ 104,864 75
“ —Freight “ .....	288,786 03
“ —Ballast and Wood, “ .....	830 52
“ —Furniture and Fixtures of, . . . . .	658 30
“ —Shops and Sheds for, .....	1,923 53
Car Shops—Fuel and Light for, .....	2,164 32
Incidentals, .....	5,191 66
Tools and Repairs of Tools, .....	14,980 89
Superintendence, .....	3,670 29
Total Maintenance of Cars, .....	\$ 423,070 29

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## GENERAL EXPENSES.

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General Offices—Attendants at, .....	\$ 2,172 12
“ —Clerks in, .....	26,594 46
“ —Lights and Fuel for, .....	778 71
“ —Rent of, .....	1,297 27
“ —Furniture, &c. for, .....	297 41
“ —Repairs of, .....	1,605 73
“ —Printing and Stationery, .....	4,011 46
“ —Petty Expenses of, .....	272 75
General Officers—Salaries and Expenses of, .....	8,615 20
Incidentals, .....	9,749 40
Legal Department—Salaries and Expenses of, .....	11,385 77
Rent of Property, .....	3,400 00
Taxes—State, City and County, .....	251,123 19
“ —United States, .....	31 55
Total General Expenses, .....	\$ 321,335 02

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## RECAPITULATION OF EXPENSES.

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Conducting Transportation, .....	\$1,452,746 25
Motive Power, .....	1,089,677 02
Maintenance of Way, .....	854,084 09
Maintenance of Cars, .....	423,070 29
General Expenses, .....	321,335 02
	\$4,140,912 67

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UNDER THE FIFTEENTH ARTICLE OF THE LEASÉ, SHOWING THE EARNINGS  
OF THE PITTSBURGH, FORT WAYNE AND CHICAGO RAILWAY, AND  
EXPENDITURES FOR ACCOUNT OF THE REPAIRS, REPLACEMENTS, IM-  
PROVEMENTS AND EQUIPMENT THEREOF, DURING THE YEAR ENDING  
DECEMBER 31ST, 1878.

## EARNINGS.

Earnings from Freight, .....	\$5,600,457 64
“ “ Passengers, .....	1,780,842 66
“ “ Express, .....	149,301 00
“ “ Transportation of Mail, .....	137,773 26
“ “ Rent of Railway, .....	133,569 20
“ “ Miscellaneous, .....	28,165 89
	<u>\$7,830,109 65</u>

## EXPENDITURES.

## FOR REPAIRS, RENEWALS AND REPLACEMENTS.

Repairs of Passenger and Freight Stations, .....	\$ 62,759 62
“ Engine Houses, Machine Shops and Turn Tables, ..	29,271 47
“ Locomotives, .....	208,996 32
“ Cars—Passenger, Freight, Tools, &c. ....	410,120 49
“ Tools and Machinery, .....	13,806 24
“ Water Stations and Fixtures, .....	18,682 24
“ Bridges, .....	47,163 67
“ Fence and Road Crossings, .....	20,656 51
“ Foremen and Watch Houses, .....	2,113 97
“ Hand Cars, Trucks, &c. ....	4,743 93
“ Track, Labor, &c. ....	598,680 40
“ General Office, .....	1,605 73
Ballast, .....	139,060 66
Superintendence, .....	30,634 41
Incidentals, .....	11,030 54
	<u>\$1,599,326 20</u>

## IMPROVEMENTS AND EQUIPMENT.

Ballast, .....	\$ 1,659 67
Bridge Masonry, .....	7,436 05
“ Superstructure, .....	8,224 32
Cars—Freight, .....	660,047 50
Switch Stands and Fixtures, .....	480 75
Cross-ties, .....	2,380 20

Engine Houses,.....	\$ 9 60
Engineers—Salaries and Expenses of,.....	7,349 26
Frogs,.....	317 33
Grading,.....	10,402 35
Machine Shops,.....	12,591 21
Rails—Iron,.....	6,395 99
“ —Steel,.....	47,895 50
Real Estate,.....	10,522 25
Right of Way,.....	1,210 74
Spikes,.....	364 51
Splices and Bolts,.....	445 73
Stations—Passenger,.....	1,732 63
“ —Freight,.....	1,555 79
Track, Labor Laying,.....	788 87
	<u>\$ 781,810 25</u>

STATEMENT OF THE EARNINGS, EXPENSES, NET EARNINGS, &C., OF THE  
PITTSBURGH, FORT WAYNE AND CHICAGO RAILWAY, FOR THE YEAR  
ENDING DECEMBER 31st, 1878.

Earnings from Freight,.....	\$5,600,457 64
“ “ Passengers,.....	1,780,842 66
“ “ Express,.....	149,301 00
“ “ Transportation of Mail,.....	137,773 26
“ “ Rent of Railway,.....	133,569 20
“ “ Miscellaneous,.....	28,165 89
Total Earnings,.....	<u>\$7,830,109 65</u>
Less Expenses,.....	<u>4,140,912 67</u>
Net Earnings,.....	<u>\$3,689,196 98</u>
Add net gain in operating New Castle and Beaver Valley R. R.....	<u>\$19,532 11</u>
Add net gain in operating Lawrence Rail Road,...	<u>22,824 40      42,356 51</u>
	<u>\$3,731,553 49</u>
From which deduct amount paid Cleveland and Pittsburgh R. R. division of Joint Earnings, \$202,468 30	
Tax on Capital Stock,.....	<u>9,471 48      211,939 78</u>
	<u>\$3,519,613 71</u>

AUDITOR'S OFFICE, Feb. 15, 1879.

(SIGNED,) J. P. FARLEY,

*Auditor.*

## THE GROSS EARNINGS WERE SHOWN BY IT :

For 1878,.....	\$7,830,109 65
Against same in 1877,.....	6,928,856 11
Increase for 1878, as against 1877, of, .....	<u>\$ 901,253 54</u>

## THE EXPENSES OF OPERATING AND MAINTAINING, WERE :

For 1878,.....	\$4,140,912 67
Against same in 1877,.....	4,064,398 34
Increase for 1878, as against 1877,.....	<u>\$ 76,514 33</u>

A more satisfactory result than was expected a year ago.

## SUMMARY OF FINANCIAL RESULT OF THE BUSINESS OF 1878 TO THE LESSEE.

Gross earnings,.....	\$7,830,109 65
Operating and maintaining expenses,.....	4,140,912 67
Net for 1878,.....	\$3,689,196 98
As against same for 1877,.....	2,864,457 77
Showing an improvement of,.....	<u>\$ 824,739 21</u>

Taking the above net for 1878,.....	\$3,689,196 98
And adding gain in operating New Castle and Beaver Valley Rail Road,.....	\$ 19,532 11
And of Lawrence Rail Road,.....	22,824 40      42,356 51
Shows,.....	\$3,731,553 49
Deduct therefrom amount paid to the Cleveland and Pittsburgh Rail Road, on joint business,.....	\$202,468 30
And tax on Capital Stock,.....	9,471 48      211,939 78
Leaves a net of,.....	<u>\$3,519,613 71 *</u>

## Out of which Lessee paid :

For dividend on original P., F. W. & C. Ry. Stock,.....	\$1,380,000 00
For interest on 1st and 2d Mort. Bonds,..	728,700 00
“ “ 3d Mort. or Income Bonds	140,000 00
“ “ Equipment Bonds,.....	80,000 00
“ “ \$100,000 Constr'n Bonds,	7,000 00

For interest on Guaranteed Special Stock, taken at \$6,461,800,.....	\$ 451,326 00
Add hereto amount paid for maintaining organization,.....	10,000 00
For New York Transfer Agency,.....	7,000 00
“ “ Registrar,.....	2,000 00 2,806,026 00
Leaving a profit for 1878, to Lessee,.....	\$ 713,587 71
Out of which the Lessee pays Sinking Fund, the benefit of which he finally reaps,.....	104,100 00
Leaving an absolute immediate profit to the Lessee, on the operation of the P., F.W. & C. Ry. for 1878,....	<u>\$ 609,487 71</u>

There remains due to the Lessee for “improvements and additions,” made in 1878, the sum of \$132,513 88, payable in “Guaranteed Special Stock.”

The amount paid Cleveland and Pittsburgh Rail Road Company, on Joint Earnings, is more or less illusory, as under the contract between the Pittsburgh, Fort Wayne and Chicago Railway Company and the Cleveland and Pittsburgh Rail Road Company, the division of Earnings are to be adjusted every two years, so as to equalize any previous payments made by one to the other on Joint Earnings.

The Lessee has punctually made all the payments for 1878, as required by the Lease.

A statement from the Trustees of the Sinking Fund, is also appended, showing total amount of bonds purchased for, and now in the Sinking Fund, as follows:

First Mortgage Bonds,.....	\$1,201,334 27
Second “ “ .....	1,231,571 85
	<u>\$2,432,906 12</u>
Add cash in hand,.....	132,682 24
Total Sinking Fund, December 31, 1878,.....	<u>\$2,565,588 36</u>

In the two last annual reports, the attention of the Bondholders has been called to the question of a modification of the provisions of the mortgage raised by the Lessee, in view of the large percentage of the Sinking Fund being absorbed by the heavy premium on the Bonds.

The total amount of money paid to Trustees for Sinking Fund since its operation is.....	\$2,565,588 36
Of this, in cash, 31st December, 1878,.....	132,682 24
Sinking Fund outlay for Bonds, .....	\$2,432,906 12
Bonds in Sinking Fund,.....	2,239,500 00
Showing, .....	\$ 193,406 12
paid as premium of \$2,240,000 Bonds, or less than 9 per cent. on amount of purchased Bonds.	

During late years, the operations of the Sinking Fund have kept the prices of 1st and 2d Mortgage Bonds from 112 to 122 per cent., and this is deemed onerous by the Lessee, who, nevertheless, has full benefit of all prior cheap purchases.

No action has been deemed advisable, owing to the manifest disinclination of the Bondholders, who, under the terms of the Trust Deed, are the only parties who can act efficiently in the matter.

The annual report of the Consulting Engineer, J. C. Spencer, Esq., on the material condition of your road and property, is also appended.

Special attention is called to the summary of "improvements and additions," therein contained.

Under a special resolution of the Board, the Consulting Engineer has made as close an inventory and inspection of the Rolling Stock as under the very active movement of the same was possible, with the following result:

#### FOUND ON HAND.

- 272 Engines, throughout in good order, and, generally, of more efficient class than heretofore.
- 153 Passenger Cars, of which 76 are in good condition, 39 in fair condition, 12 condemned—being 127 first-class cars, and 14 second-class, in good condition; 4 second-class in fair condition, and 8 second-class condemned. The condemned cars are being rebuilt, and new ones will be substituted.

- 54 Baggage Cars, all in use and in fair condition.
- 5 Postal Cars, in good condition.
- 5 Market Cars, in good condition.
- 3373 Freight Cars, out of 3378 were traced on the line in use.
- 1241 out of 1242 Stock Cars were also traced in use on the line.
- 1978 Gondolas and Flats, out of 2035, were also traced in use on the line, also,
- 127 Caboose Cars in use.

The general condition of the freight equipment was fair. The car record of Lessee shows that all freight cars destroyed had been replaced previous to December 31st. The small number not traced leads to the belief that the record is correct.

The report and inspection shows that the 1500 cars added to the equipment last year were really needed, and were immediately put in full use.

The usual account of the Treasurer, showing receipts and disbursement of the fund for maintaining the organization of Company, are herewith submitted, also, a general account, showing all the issues of the Company.

The old issues existing before the Lease, are unchangeable, except subject to operation of the Sinking Fund or renewal of existing Bonds, if their renewal should prove desirable or profitable, and with consent of Lessee.

The new issue since the Lease, under Article XVI thereof, "Guaranteed Special Stock," commonly known as "Betterment Stock," is carefully watched, and only made after completion of the work, delivery of the rolling stock, perfection of title to real estate, &c., for which it is issuable, so that it represents, as near as possible, only value received under the Lease stipulations.

The old stock is generally held for permanent investment.

The improvement apparent in last year's business results—the decided tendency on the part of our Board of Directors to restrict

the issue of "Guaranteed Special Stock" to the lowest possible figure; the locking up of \$4,000,000 00 of this "Guaranteed Special Stock" in a Trust Fund, have deservedly had the effect to draw attention to it, and materially increase its market value.

Further progress has been made in adjusting the claims against the Company, but suits are still pending for use of claimed patent rights, the end of which suits cannot be foretold. Also, for tax arrears claimed by the United States Government, both on the Main Line and on the Akron Branch.

Respectfully submitted,

L. H. MEYER,

PITTSBURGH, May 21, 1879.

*President, pro tem.*



*Pittsburgh, Fort Wayne and Chicago Railway Co.*

Dr.

F. M. HUTCHINSON, TREASURER, IN ACCOUNT WITH FUND FOR MAINTAINING ORGANIZATION.

Cr.

1878.

Jan'y 1. To Balance, as per last report,.....\$ 827 24  
 Dec. 31. To Amount received from Lessee,..... 10,000 00

1878.

Dec. 31. By payments as follows :

Amount paid President's Salary and Expenses, year ending,.....	\$ 2,460 28
Amount paid Secretary and Treasurer, Salary and Expenses, year ending,.....	8,587 85
Amount paid Clerk Executive Committee, year ending,.....	921 50
Amount paid Messenger, Extra Postage, &c., year ending,.....	982 61
Amount paid Printing Annual Report, Sta- tionery, Advertising Annual Meeting, &c.,	1,082 88
Amount paid Rent of President's Office, No. 23 Fifth avenue, New York,.....	800 00
By Balance,.....	1,542 72
	<u>\$10,827 24</u>

\$10,827 24

(E. AND O. E.)

JANUARY 1st, 1879.

F. M. HUTCHINSON,

*Treasurer.*

*Dr.* *General Account.—December 31, 1878.* *Cr.*

1878.	
Dec. 31, To Cost of Railway. — Equipment, Structures, &c. :	Dec. 31, By Capital Stock, unalterable,.....\$19,714,285 71
Original purchase,.....\$18,910,000 00	Funded Debt :
Additions to Railway from	First Mortgage Bonds, \$5,250,000 00
1863, to June, 1869,.... 5,602,032 82	Second " " 5,160,000 00
Am't resulting from Capitalization,..... 8,205,714 29	Third " " 2,000,000 00
Betterments since Lease, . 6,329,300 00	Equipment " 1,000,000 00
	Construction, " 100,000 00
	Unalterable, except by Sinking Fund or payment,..... 13,510,000 00
Stock Supplies transferred to Pennsylvania Rail Road Company, Lessees,... 468,724 84	Guaranteed Special Stock, (see Article 16, Lease,)..... 6,329,300 00
Winslow, Lanier & Co. to pay dividends, 142,399 96	Supplies received from Pittsburgh, Fort Wayne & Chicago Rail Road Company, May 1, 1862,..... 380,301 53
Sinking Fund First and Second Mortgage Bonds,..... 2,565,588 36	Coupons not presented, and dividends not called for..... 52,377 48
	Surplus for unadjusted accounts,..... 73,098 42
	Balance to Credit of Income Account,.. 2,164,397 13
	<u>\$42,223,760 27</u>

(E. AND O. E.)

F. M. HUTCHINSON,

JANUARY 1st, 1879.

*Treasurer.*

**Report**  
OF THE  
*CONSULTING ENGINEER*  
OF THE  
Pittsburgh, Fort Wayne & Chicago R'y Co.

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**To the Executive Committee of the  
Pittsburgh, Fort Wayne & Chicago R'y Co.**

GENTLEMEN :

I beg leave to submit the following report of the condition of your property, at the close of the past year, with a summary of the additions and improvements made in 1878, and total amount of the same from the date of the Lease of your road to the Pennsylvania Rail Road Company.

ROLLING STOCK AND MACHINE SHOPS.

There has been no addition to the number of Engines the past year, the replacement of the lighter engines by the more powerful standard engines, having, since 1874, when the last addition to the number was made, kept this part of the equipment equal to the

demands of increased traffic. The engines are, generally, in good condition, and have been improved the past year to the extent of three new engines, built to replace the same number of the old lighter ones worn out. The addition to the car equipment has been five postal cars, at a cost of \$20,250 00, and 1,500 box cars, costing \$660,000 00, both under requisitions duly approved by your Committee. These cars are all first-class, and were built by the Lessee, the box cars in competition, as to price, with most of the prominent car builders in the country. That these cars were needed, is evidenced by the fact, that with this addition, the demand for cars on your road the past fall was beyond the ability of the Lessee to furnish.

The cars are generally in fair order, and the car record of the Lessee, as certified to by the Master Mechanic, shows that all freight cars belonging to your Company were in existence December 31st, all destroyed numbers having been rebuilt by that date.

The Machine Shop and Engine Houses have been kept in fair condition.

The additions for the year are, a new fire-proof oil house at Allegheny City, at a cost of \$8,141 75, and a new and enlarged boiler shop, at Fort Wayne, in place of one too small for the work at that place, and defective in original construction, at a cost of \$4,459 06. These were built under requisitions made and approved in 1876, but were not undertaken until last year.

#### TRACK.

The Eastern Division is now entirely laid with steel rails, 1,900 tons having been put down last year, and the ballasting of the double track with cinder completed. A new side track, with re-adjustment of main track, has been laid at Enon, and two wooden bridges replaced with iron ones.

On the Western Division, 5,000 tons of steel rails have been laid, leaving now about sixty miles of the road yet with iron rails,

which may or may not be entirely replaced with steel this year, depending upon the amount of service in the iron. Ballasting with stone and cinder has been steadily going on, and has made good progress on this division. Additional sidings have been laid in Delphos and in Chicago. To give additional track facilities, more or less increase of sidings will be required each year until your road is double tracked. These additional sidings, which are needed for passing trains, are placed with reference to becoming second track, and are, in fact, expenditures in that direction. The question of having some additional second track, as well as more side track facilities in Chicago, must soon be considered by the Lessee, to enable your road to handle its proper share of the East and West tonnage.

Four iron bridges, the past year, were substituted for wooden ones, on this division, and an iron viaduct over Eighteenth street, Chicago, erected jointly with the Chicago and Alton Rail Road Company.

The additions to property on track account are: For steel rails, \$47,895 50; bridges and culverts, \$12,369 44; side tracks, \$14,558 83; double track, \$2,527 58.

#### STATION BUILDINGS.

The station buildings, generally, have been put in repair and painted within the last two years, and are decidedly improved in condition and appearance. There are, however, still some stations without any accommodations for passengers, and at others, the buildings, which were cheaply built in the first instance, should be replaced with something better. I took occasion in my last report to speak of the want of suitable passenger accommodations in Chicago, and the necessity which existed in the competition for passengers from that point, for a passenger station in keeping with the line. Nothing yet has been done in that direction, and the old wooden building which has been used so many years by your

Company, is still doing duty as a passenger station. The Lessee, however, is now giving the matter earnest attention, and I hope the present year will see some steps taken towards the crection of a new depot.

The addition last year to station houses was \$3,288 42, for a new brick combined freight and passenger house, at Shreve, and the completion of the passenger house at Allegheny City.

Of the expenditures for real estate and right of way, \$10,521 50 of the amount was for property purchased in Allegheny City, and deeded to the City, to be used as a street parallel to the depot grounds, in consideration of a street vacated by the City which crossed the depot grounds at that point.

J. C. SPENCER,

*Consulting Engineer, P., F. W. & C. Ry. Co.*

# SUMMARY OF EXPENDITURES FOR "IMPROVEMENTS AND ADDITIONS,"

DURING 1878, AND GRAND TOTAL SINCE JULY 1, 1869.

No.	DISTRIBUTION OF ACCOUNTS.	FOR YEAR 1878.	TO DEC. 31, 1878.	GRAND TOTAL.
1	LOCOMOTIVE ENGINES, .....		\$ 711,457 00	\$ 711,457 00
2	PASS. COACHES & BAG. CARS, ..	\$ 20,250 00	194,190 95	214,440 05
3	BOX CARS, .....	660,000 00	510,209 02	1,170,209 02
4	STOCK CARS, .....		423,720 00	423,720 00
5	GONDOLA CARS, .....		396,830 88	396,830 88
6	CABOOSE CARS, .....		17,161 14	17,161 14
7	MACHINERY FOR SHOPS, .....		73,659 45	73,659 45
8	MACHINE SHOPS, .....	4,450 06	145,900 02	150,359 08
9	ENGINE HOUSES, .....	8,141 75	109,283 39	117,425 14
10	WATER STATIONS, .....		47,790 31	47,790 31
11	STATION HOUSES, .....	3,288 42	151,671 05	154,959 47
12	BRIDGES AND CULVERTS, ....	12,369 04	376,032 14	388,401 18
13	SECOND TRACK, .....	2,527 58	687,649 78	690,177 36
14	THIRD AND FOURTH TRACKS, .....		23,686 11	23,686 11
15	SIDE TRACKS AND SIDINGS, ..	14,558 83	298,867 96	313,426 79
16	STEEL RAIL, .....	47,895 50	904,802 07	952,697 57
17	FENCING, .....		17,475 21	17,475 21
18	(Stone Wall in Allegheny Parks.) STREET & ROAD CROSSINGS, ..		1,710 97	1,710 97
19	SALARIES & EXP'S OF ENG'RS, ..	7,359 96	124,201 51	131,561 47
20	REAL ESTATE & R'T OF WAY, ..	11,362 30	437,033 65	448,395 95
21	LEGAL EXPENSES, .....		16,329 73	16,329 73
	Quo Warranto Case in Circuit Court of U. S., for Northern District of Ohio.	\$ 792,212 44	\$5,669,661 44	\$6,461,873 88

## SCHEDULE OF "GUARANTEED SPECIAL STOCK,"

ISSUED TO LESSEE FROM DATE OF LEASE TO DECEMBER 31ST, 1878, FOR

"IMPROVEMENTS AND ADDITIONS,"

AS PROVIDED IN THE XVITH ARTICLE OF THE LEASE.

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Feb. 17, 1872,	10,000 shares, of \$100 each,	.....	\$1,000,000 00
March 11, "	4,000 "	" " .....	400,000 00
June 30, "	5,000 "	" " .....	500,000 00
Sept. 30, "	6,000 "	" " .....	600,000 00
June 16, 1873,	7,280 "	" " .....	728,000 00
Dec. 31, "	8,720 "	" " .....	872,000 00
April 29, 1876,	8,000 "	" " .....	800,000 00
" " "	1,500 "	" " .....	150,000 00
Aug. 16, "	230 "	" " .....	23,000 00
June 4, 1877,	4,300 "	" " .....	430,000 00
" " "	13 "	" " .....	1,300 00
" 17, 1878,	1,650 "	" " .....	165,000 00
Dec. 31, 1878,	6,600 "	" " .....	660,000 00
Total Issue of Stock, .....			\$6,329,300 00

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## SAMUEL J. TILDEN AND CHARLES LANIER, TRUSTEES,

*In Account with*PITTSBURGH, FORT WAYNE AND CHICAGO RAILWAY COMPANY'S  
FIRST MORTGAGE BONDS SINKING FUND.**Dr.**

1877.		
Dec. 31,	To Balance from installment, .....	\$24,948 48
1878.		
Jan. 31,	" Remittance, .....	4,375 00
Mar. 1,	" " .....	4,375 00
" 28,	" " .....	4,375 00
Apr. 20,	" " .....	4,375 00
May 31,	" " .....	4,375 00
June 28,	" " .....	4,375 00
Jan. 1,	" Coupons, .....	2,555 00
Feb. 1,	" " .....	6,737 50
Mar. 1,	" " .....	5,495 00
April 1,	" " .....	7,052 50
May 1,	" " .....	6,755 00
June 1,	" " .....	6,142 50
" 30,	" Interest, W., L. & Co. ....	584 35
		<hr/>
		\$86,520 33

1878.

**Cr.**

Feb. 14,	By 4,000 Bonds, @ 118 $\frac{1}{2}$ , Int. and Com. ....	\$4,701 67
" 21,	" 500 " 117 $\frac{1}{2}$ , " ....	593 96
" 27,	" 4,000 " 118, " ....	4,701 67
Apr. 23,	" 500 " 119 $\frac{1}{4}$ , " ....	591 05
June 30,	" Trustees' Commission, \$500 each, .....	1,000 00
		<hr/>
		11,588 35
	Balance, .....	<hr/>
		\$74,931 98

(SIGNED,)

CHARLES LANIER,

*Trustee.*

## SAMUEL J. TILDEN AND CHARLES LANIER, TRUSTEES,

*In Account with*PITTSBURGH, FORT WAYNE AND CHICAGO RAILWAY COMPANY'S  
SECOND MORTGAGE BONDS SINKING FUND.**Dr.**

1877.

Dec. 31, To Balance from installment, .....\$146,806 88

1878.

Jan. 31, " Remittance, ..... 4,300 00

Mar. 1, " " ..... 4,300 00

" 28, " " ..... 4,300 00

Apr. 29, " " ..... 4,300 00

May 31, " " ..... 4,300 00

June 28, " " ..... 4,300 00

Jan. 1, " Coupons, ..... 3,895 00

Feb. 1, " " ..... 6,895 00

March 1, " " ..... 8,540 00

Apr. 1, " " ..... 7,630 00

May 1, " " ..... 7,840 00

June 1, " " ..... 4,865 00

" 30, " Interest, W., L. &amp; Co. .... 363 99

\$212,625 87**Cr.**Jan. 12, By 130,000 Bonds, @ 110 $\frac{3}{8}$  Int. and Com. \$146,040 60

Feb. 15, " 9,000 " 112 " 10,248 75

April 12, " 1,000 " 112 $\frac{1}{2}$  " 1,114 58

May 20, " 5,000 " 115 " 5,668 75

June 30, " Trustees' Commission, \$500 each, .... 1,000 00

164,072 63Balance, .....\$48,553 19

(SIGNED,)

CHARLES LANIER,

*Trustee.*



*Dr.* SAMUEL J. TILDEN AND CHAS. LANIER, TRUSTEES, *In Account with* SECOND MORTGAGE SINKING FUND. *Cr.*

1878.		1878.	
July 1,	To Balance from installment,.....	\$48,553 19	Aug. 7, By 13,000 F.W. 2d Mtg. B'ds, @ 114 $\frac{1}{2}$ , Int. & Com. \$15,203 33
" 29,	" Remittance,.....	4,300 00	Dec. 16, " 500 " " 117 $\frac{1}{2}$ , " 571 25
Sep. 2,	" ".....	4,300 00	" 24, " 11,000 " " 118 $\frac{1}{2}$ , " 12,961 25
" 28,	" ".....	4,300 00	" 27, " 1,000 " " 118, " 1,169 58
Oct. 30,	" ".....	4,300 00	" 30, " 5,000 " " 118 $\frac{1}{2}$ , " 5,813 75
Nov. 29,	" ".....	4,300 00	" 31, " Trustees' Commission, \$500 each,..... 1,000 00
Dec. 26,	" ".....	4,300 00	" 31, " One-half of rent of safe, Safe Deposit Co. . . 25 00
July 1,	" Coupons,.....	3,885 00	Balance,..... 78,971 50
Aug. 1,	" ".....	6,895 00	
Sep. 1,	" ".....	8,925 00	
Oct. 1,	" ".....	7,910 00	
Nov. 1,	" ".....	7,840 00	
Dec. 1,	" ".....	4,865 00	
" 31,	" Interest from Winslow, Lanier & Co. ....	1,042 47	
		\$115,715 66	\$115,715 66
1879.			
Jan. 1,	Balance with Winslow, Lanier & Co. ....	\$ 78,971 50	

Memo. SECOND MORTGAGE BONDS. Issued, \$6,100,000  
 Redeemed at December 31, 1877..... \$904,000  
 " during 6 mos. end'g June 30, 1878, 145,000  
 " during 6 mos. end'g Dec. 31, 1878, 20,500  
 Total Redeemed at Dec. 31, 1878, \$1,169,500  
 Outstanding, Dec. 31, 1878,.....\$3,990,500

E. &amp; O. E. New York, Jan. 1, 1879.

CHARLES LANIER,

*Trustee.*



SEVENTEENTH

ANNUAL REPORT

BOARD OF DIRECTORS

PITTSBURGH, FT. WAYNE & CHICAGO

RAILWAY COMPANY,

Stock and Bondholders

YEAR ENDING DECEMBER 31, 1879.

PITTSBURGH:

W. G. JOHNSON & CO. Printers, 231 Liberty Street.

1880.



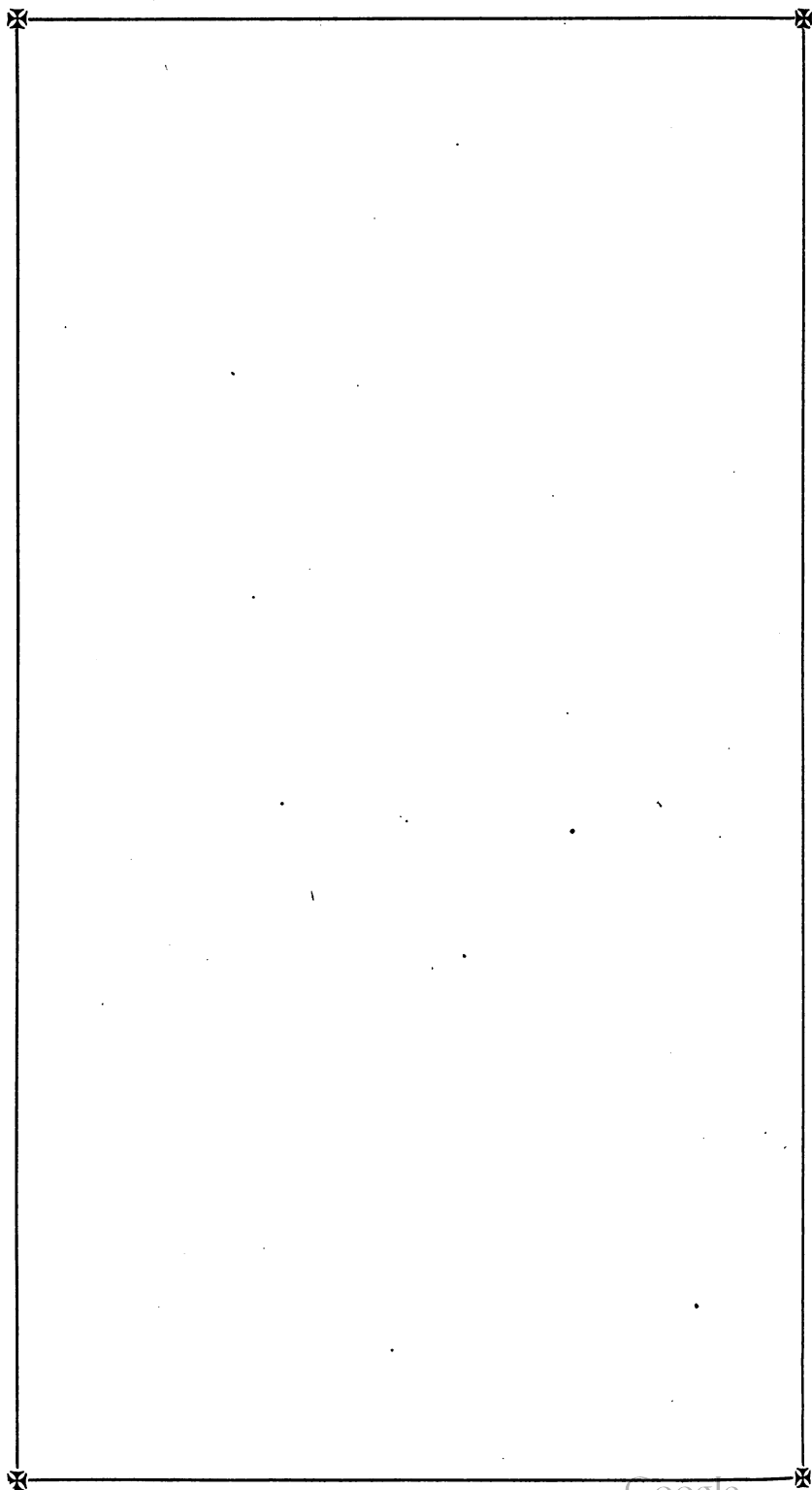
SEVENTEENTH  
ANNUAL REPORT  
OF THE  
BOARD OF DIRECTORS  
OF THE  
PITTSBURGH, FT. WAYNE & CHICAGO  
RAILWAY COMPANY,  
TO THE  
Stock and Bondholders,  
FOR THE  
YEAR ENDING DECEMBER 31, 1879.

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PITTSBURGH:  
W. G. Johnston & Co. Printers, 231 Liberty Street.

1880.





# Classification of Board of Directors.

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## FIRST CLASS.

*Whose Term of Service Expires at the Annual Election, 1881.*

JESSE L. WILLIAMS,  
L. H. MEYER,  
CHAS. E. SPEER.

## SECOND CLASS.

*Whose Term of Service Expires at the Annual Election, 1882.*

PLINY HOAGLAND,  
R. R. SPRINGER,  
JNO. N. HUTCHINSON.

## THIRD CLASS.

*Whose Term of Service Expires at the Annual Election, 1883.*

JOHN SHERMAN,  
L. B. HARRISON,  
GEO. B. ROBERTS.

## FOURTH CLASS.

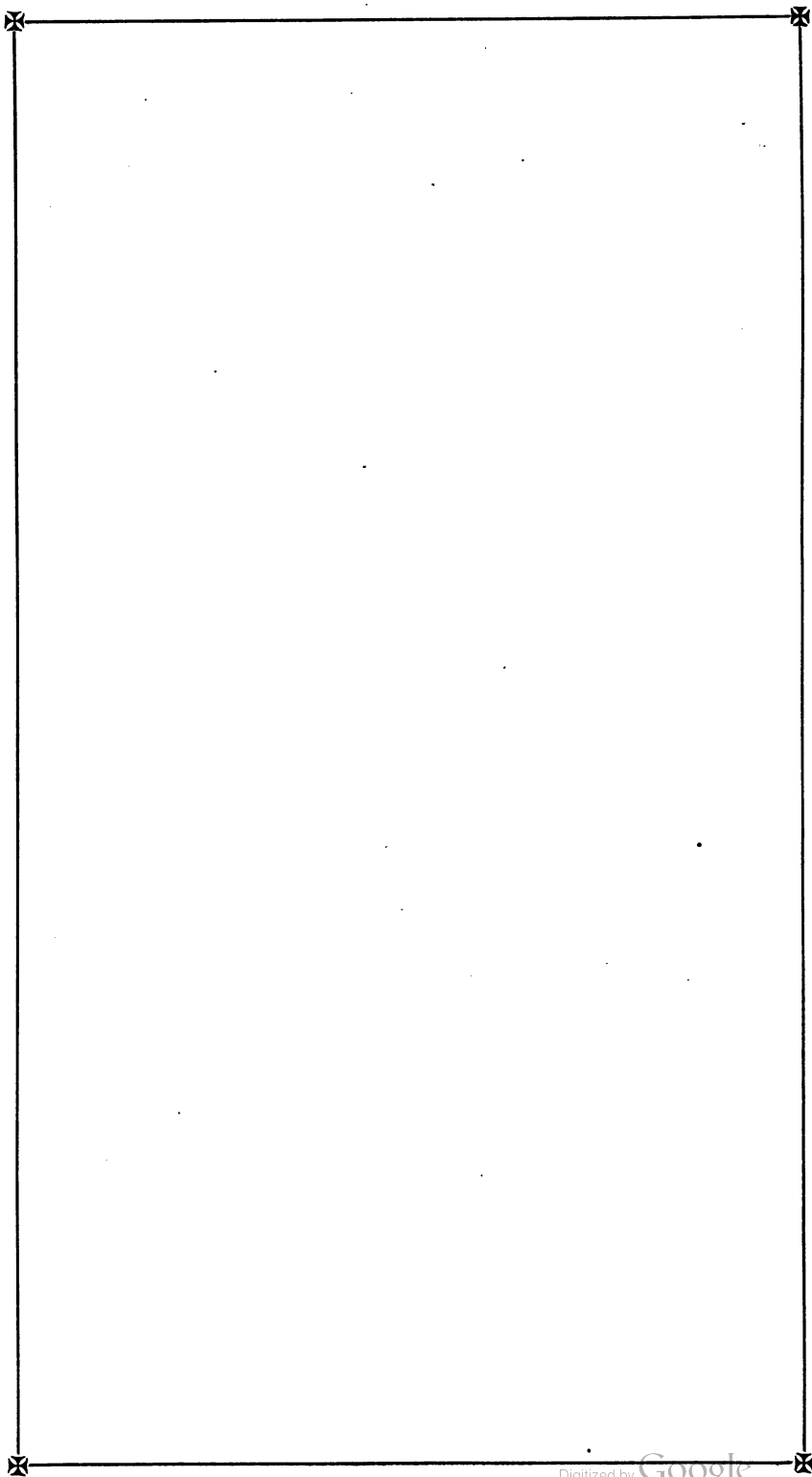
*Whose Term of Service Expires at the Annual Election, 1884.*

GEORGE W. CASS,  
S. J. TILDEN,  
J. N. M'CULLOUGH,  
CHAS. LANIER.

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## OFFICERS.

LOUIS H. MEYER,	-	-	-	-	President <i>pro tem.</i>
F. M. HUTCHINSON,	-	-	-	-	Sec'y & Treas'r.



ANNUAL MEETING  
OF THE  
STOCK AND BONDHOLDERS  
OF THE  
PITTSBURGH, FORT WAYNE AND CHICAGO  
RAILWAY COMPANY.

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Pursuant to the following notice, the Stock and Bondholders met at the Office of the Company, in the City of Pittsburgh, on Wednesday, the nineteenth day of May, 1880, at 12 o'clock M.:

PITTSBURGH, FORT WAYNE AND CHICAGO RAILWAY CO.  
OFFICE OF THE SECRETARY AND TREASURER,  
PITTSBURGH, PA., April 14, 1880. }

NOTICE.—The annual meeting of the Stock and Bondholders of the Pittsburgh, Fort Wayne and Chicago Railway Company will be held at the General Office of the Company, No. 175 Wood street, (second floor), City of Pittsburgh, at 12 o'clock M., on Wednesday, the nineteenth (19th) day of May, 1880, for the purpose of electing four Directors in the place of a like number whose term of service expires on that day.

F. M. HUTCHINSON, *Secretary*.

The meeting was organized by appointing JOHN BIRMINGHAM, Esq., Chairman, and F. M. HUTCHINSON, Secretary.

When:

LOUIS H. MEYER, Esq., President *pro tem.*, presented the Seventeenth (17th) Annual Report of the Board of Directors, which was read by the Secretary.

On motion of JOHN B. JACKSON, ESQ., the following resolutions were adopted:

*Resolved*, That the Report of the Board of Directors, for the past year, be approved; and that the Board be requested to have the same published in the usual form, without delay, and distributed among the Stock and Bondholders.

*Resolved*, That the polls for the Election of Directors be opened at the General Office of the Company, at 12½ o'clock P. M., and be kept open until the close of these proceedings, and that the voting shall be by ballot.

*Resolved*, That the Inspectors, so soon as the votes are counted, shall make a written return thereof, and file the same with the Secretary of the Company.

*Resolved*, That the Secretary of the Company shall, as soon as he receives the return of the election, notify in writing the persons who have been elected Directors.

The President appointed Messrs. LIGGETT and DURY inspectors of the election.

No further business before the meeting,

On motion, adjourned.

F. M. HUTCHINSON,

*Secretary.*

ANNUAL REPORT  
OF THE  
PITTSBURGH, FORT WAYNE AND CHICAGO  
RAILWAY COMPANY.

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*To the Stock and Bondholders of the  
Pittsburgh, Fort Wayne and Chicago Railway Co.:*

The Board of Directors submit  
for your information the following usual statement of  
the affairs of the Company, and of the condition of its  
property, for the year 1879, as furnished by the Lessee,  
viz.:

## LESSEE'S

**Statement in Detail of Operating Expenses for Year ending  
December 31st, 1879.**

**Conducting Transportation.**

Advertising .....	\$ 7,548 71
Agencies—Ticket and Freight .....	92,508 02
“ —Foreign .....	159,384 34
Baggage Masters .....	31,249 47
Brakesmen .....	255,310 60
Cars—Cleaning and Inspecting .....	38,693 09
“ —Fuel and Light .....	17,922 37
“ —Incidental Supplies of .....	17,419 53
“ —Oil, Tallow and Waste .....	25,157 95
Clerks .....	169,978 48
Conductors .....	186,638 54
Damage to Property, including Stock Killed .....	3,388 89
Despatchers .....	35,722 06
Drayage .....	16,030 26
Flagmen at Crossings .....	26,426 88
Incidentals .....	5,313 81
Injuries to Individuals .....	14,058 26
Insurance .....	27 24
Litigation—Cost of .....	1,516 62
Loss and Damage of Baggage .....	23 15
“ “ Goods .....	8,233 22
Mail Expenses .....	1,415 51
Printing and Stationery .....	27,956 50
Stations—Fuel and Light .....	16,035 24
“ —Furniture, &c. ....	3,851 06
“ —Labor at .....	234,700 21
“ —Petty Expenses of .....	4,784 34
“ —Repairs of, and Rent .....	61,910 51
“ —Warehouse Charges .....	9,078 36
Switch Tenders at and about Stations and Yards .....	17,357 07
Switching and Track Service .....	11,743 93
Superintendence .....	18,715 53
Telegraph—Salaries of Officers .....	62,963 02
“ —Repairs and Incidental Expenses of .....	9,063 12
Wrecks—Clearing .....	2,641 35
<b>Total Conducting Transportation .....</b>	<b>\$1,594,767 24</b>

## Motive Power.

Enginemmen and Firemen—Passenger. ....	\$ 80,542 20
“ “ —Freight .....	378,047 61
Engine Houses and Machine Shops—Fuel for Stoves.....	8,778 19
“ “ M. S. and T. T.—Repairs of.....	15,227 48
Fuel Stations—Incidental Expenses of .....	241 29
“ —Fixtures and Repairs of .....	577 79
Incidentals .....	18,780 30
Laborers and Wipers .....	81,002 01
Litigation—Cost of .....	65 90
Locomotives—Passenger, Coal for.....	47,493 04
“ —Freight, “ .....	253,366 50
“ —Passenger, Oil, Tallow, Waste, &c .....	5,758 09
“ —Freight, “ “ “ .....	24,971 53
“ —Passenger, Repairs of.....	44,343 86
“ —Freight, “ .....	230,219 07
“ —Passenger, Wood for.....	6,122 59
“ —Freight, “ .....	24,856 64
“ —Furniture and Fixtures of .....	3,714 36
Printing and Stationery.....	776 80
Superintendence .....	3,821 83
Tools and Machinery—Repairs of .....	17,242 76
Watchmen .....	8,781 84
Water Supply.....	21,522 41
Water Stations—Expenses of .....	1,238 86
“ —Fixtures and Repairs of .....	16,706 38
Total Motive Power.....	<u>\$1,294,199 33</u>



## Maintenance of Way.

Ballast.....	\$ 137,945 03
Bridges—Repairs of.....	54,820 56
Cattle Guards and Road Crossings.....	8,350 36
Clerks.....	2,864 94
Cross-ties.....	86,715 37
Culverts.....	19,578 13
Ditching.....	11,220 12
Fence—Repairs of.....	18,693 78
Frogs.....	13,387 01
Foreman and Watch Houses.....	1,620 49
Hand Cars, Trucks, &c.....	5,963 60
Incidentals.....	1,811 89
Litigation—Cost of.....	1,338 53
Oil, Fluid and Tallow.....	2,715 53
Printing and Stationery.....	127 22
Road Bed and Track Labor.....	233,881 72
Rails—Iron.....	43,921 66
“ —Steel.....	74,185 38
Spikes.....	6,366 64
Splices and Bolts.....	13,288 91
Switches and Switch Posts.....	21,196 43
Snow and Ice Removing.....	8,211 59
Superintendence and Supervisors.....	13,544 95
Tools and Repairs of Tools.....	15,733 14
Watchmen.....	21,485 22
Total Maintenance of Way.....	<u>\$ 818,968 20</u>

## Maintenance of Cars.

Cars—Passenger and Baggage—Repairs of.....	\$ 112,793 93
“ —Freight.....	352,988 79
“ —Ballast and Wood.....	563 74
“ —Furniture and Fixtures of.....	696 63
“ —Shops and Sheds for.....	4,786 17
Car Shops—Fuel and Light for.....	3,176 12
Incidentals.....	5,643 53
Superintendence.....	3,725 53
Tools and Repairs of Tools.....	19,117 67
Total Maintenance of Cars.....	<u>\$ 503,492 11</u>

## General Expenses.

General Offices—Attendants at .....	\$ 1,862 52
“ —Clerks in .....	27,450 31
“ —Light and Fuel for .....	713 06
“ —Rent of .....	1,302 00
“ —Furniture, &c., for .....	139 45
“ —Repairs of .....	1,657 67
“ —Printing and Stationery .....	3,495 10
“ —Petty Expenses of .....	246 16
General Officers—Salaries and Expenses of .....	9,109 12
Incidentals .....	1,533 13
Interest and Exchange .....	469 81
Legal Department—Salaries and Fees .....	12,742 90
“ —Incidental Expenses of .....	110 62
Rent of Property .....	3,400 00
Taxes—State, City and County .....	225,433 84
“ —United States .....	36 23
Total General Expenses .....	<u>\$ 289,701 92</u>

## Recapitulation of Expenses.

Conducting Transportation .....	\$1,594,767 24
Motive Power .....	1,294,199 33
Maintenance of Way .....	818,968 20
Maintenance of Cars .....	503,492 11
General Expense .....	289,701 92
Total Expenses .....	<u>\$4,501,128 80</u>

## Earnings.

Earnings from Freight .....	\$6,066,593 55
“ “ Passengers .....	1,922,806 98
“ “ Express .....	131,908 83
“ “ Transportation of Mail .....	137,888 78
“ “ Rent of Railway .....	135,426 48
“ “ Miscellaneous .....	57,758 28
	<u>\$8,452,382 90</u>

**Expenditures—For Repairs, Renewals and Replacements.**

Repairs of Passenger and Freight Stations.....	\$	61,910	51
“ Engine Houses, Machine Shops and Turn Tables....		15,227	48
“ Locomotives .....		278,277	29
“ Cars—Passenger and Freight, Tools, &c.....		486,160	76
“ Tools and Machinery.....		17,242	76
“ Water Stations and Fixtures .....		17,945	24
“ Bridges.....		74,398	69
“ Fence and Road Crossings.....		27,044	14
“ Foreman and Watch Houses.....		1,620	49
“ Hand Cars, Trucks, &c.....		5,963	60
“ Track Labor, &c .....		520,023	60
“ General Office.....		1,657	67
Ballast .....		137,945	03
Superintendence .....		37,895	11
Incidentals.....		14,077	54
		<u>\$1,697,389</u>	<u>91</u>

**Improvements and Equipment.**

Ballast.....	\$	9,015	24
Bridge Masonry.....		14,121	83
Bridge Superstructure.....		12,824	76
Cross-ties .....		9,130	21
Engineers—Salaries of .....		9,489	78
Fencing.....		300	00
Frogs.....		1,829	62
Grading.....		25,742	97
Rails—Steel.....		33,929	45
“ —Iron.....		30,834	12
Printing and Stationery .....		7	20
Real Estate .....		148,419	38
Right of Way .....		3,362	74
Spikes .....		2,164	91
Splices and Bolts.....		2,063	68
Stations—Passenger.....		1,820	86
“ —Freight.....		3,641	81
Street and Road Crossings .....		438	68
Switches.....		4,262	57
Track—Labor Laying.....		4,811	61
		<u>\$318,211</u>	<u>42</u>

**Statement of the Earnings, Expenses, Net Earnings, &c., of  
the Pittsburgh, Fort Wayne and Chicago Railway, for  
the Year ending December 31st, 1879.**

Earnings from Freight.....	\$6,066,593	55
“ “ Passengers .....	1,922,806	98
“ “ Express.....	131,908	83
“ “ Transportation of Mail.....	137,888	78
“ “ Rent of Railway .....	135,426	48
“ “ Miscellaneous.....	57,758	28
Total Earnings.....	\$8,452,382	90
Less Expenses.....	4,501,128	80
Net Earnings.....	\$3,951,254	10
Add net gain in operating New Castle and Beaver Valley Railroad.....	\$ 486	53
Add net gain in operating Lawrence Railroad.....	8,693	90
	9,180	43
	\$3,960,434	53
From which deduct amount paid Cleveland and Pittsburgh Railroad, division of joint earnings ..	231,136	28
	\$3,729,298	25

AUDITOR'S OFFICE,  
February 16, 1880.

J. P. FARLEY,  
*Auditor.*

Under the Fifteenth Article of the Lease, showing the Earnings of the Pittsburgh, Fort Wayne and Chicago Railway, and the Expenditures for account of the repairs, renewals, replacement, improvement and equipment thereof, during the year ending December 31, 1879:

The gross earnings shown by Lessee, were:

For 1879.....	\$8,452,382	90
Against the same in 1878.....	7,830,109	65
Increase for 1879 over 1878.....	\$622,273	25

The expenses of operating and maintaining, were:

For 1879.....	\$4,501,128	80
Against the same for 1878.....	4,140,912	67
Increase for 1879 over 1878.....	\$360,216	13

### Summary of financial result of the business of 1879 to the Lessee :

Gross Earnings .....	\$8,452,382 90
Operating and Maintaining .....	4,501,128 80
Net .....	\$3,951,254 10
As against the same for 1878 .....	3,689,196 98
Increase, net, for 1879 over 1878 .....	<u>\$262,057 12</u>

Taking the above net for 1879 .....	\$3,951,254 10
And adding gain in operating New Castle and Beaver Valley Railroad .....	\$ 486 53
And of Lawrence Railroad .....	8,693 90
Shows, total .....	<u>\$3,960,434 53</u>

Deduct amount allowed Cleveland and Pittsburgh Railroad, division of joint earnings .....	231,136 28
Net for 1879 .....	\$3,729,298 25
Net for 1878 .....	3,519,613 71
Increase, net, for 1879 .....	<u>\$209,684 54</u>

Out of this net of ..... \$3,729,298 25  
the Lessee has paid :

For dividends on original Pittsburgh, Fort Wayne and Chicago Railway stock, as per Lease ..	\$1,380,000 00
Interest on First and Second Mortgage Bonds ...	728,700 00
“ Third Mortgage or Income Bonds ...	140,000 00
“ Equipment Bonds .....	80,000 00
“ \$100,000 Construction Bonds .....	7,000 00
“ \$6,770,998.42, Guar'teed Special Stock .....	473,970 00
Amount paid for maintaining organization .....	10,000 00
“ “ New York Transfer Agency .....	7,000 00
“ “ New York Registrar .....	2,000 00
	<u>2,828,670 00</u>

Leaving, for 1879, a net profit to Lessee of ..... \$ 900,628 25  
Out of which the Lessee pays Sinking Fund, the benefit of  
which he finally reaps ..... 104,100 00

Showing an absolute immediate cash profit on operation of  
the Pittsburgh, Fort Wayne and Chicago Railway for 1879,  
to the Lessee, of ..... \$796,528 25

There remains due in Guaranteed Special Stock to  
Lessee, for betterments in 1879, the sum of \$309,498.42.

The Lessee has punctually made all the payments for 1879, as required by the Lease.

A statement from the Trustees of the Sinking Fund is also appended, showing total amount of Bonds purchased for and now in the Sinking Fund, as follows:

First Mortgage Bonds .....	\$1,121,000 00
Second " " .....	1,210,000 00
	<u>\$2,331,000 00</u>
Add cash on hand .....	285,015 12
Total Sinking Fund, Dec. 31, 1879, Cash and in Bonds.....	<u>\$2,616,015 12</u>

#### The Trustees of the Sinking Fund report only:

First Mortgage Bonds .....	\$51,000 00
Second " " .....	40,500 00
Total, bought in 1879 .....	<u>\$91,500 00</u>

The cash in their hands has increased from \$132,682.24 on December 31st, 1878, to \$285,015.12 on December 31st, 1879, being an increase for 1879 over 1878 of \$152,332.88, cash unused in Sinking Fund. The \$91,500.00 Bonds purchased in 1879 cost \$115,966.41, showing \$24,466.41 paid for premiums, interest and commissions on the same, making the total of \$2,331,000.00 Bonds now held by the Sinking Fund cost \$2,548,872.53, or a premium of about \$217,872.53, equal  $9\frac{1}{3}$  per cent.

Your attention is called to the Annual Report, hereto appended, of the Consulting Engineer, J. C. Spencer, Esq., on the material condition of your road and property, and specially to the summary of improvements and additions therein contained.

The usual accounts of the Treasurer, showing receipts and disbursements of the fund for maintaining the organization of the Company, are herewith submitted, also a general account, showing all the issues of the Company.

Slow progress has been made in adjusting claims against the Company, owing to pending litigation.

The long, sadly-needed improvement of the station at Chicago has finally been agreed upon, and is now in progress.

Respectfully submitted,

L. H. MEYER,

*President pro tem.*

PITTSBURGH, May 19, 1880.

P. S.—The Sayle's claim, as assignee under the Tanner brake patent, referred to in Fourteenth Annual Report for year ending December 31, 1876, page 12, has just been finally settled.

# PITTSBURGH, FORT WAYNE AND CHICAGO RAILWAY CO.

Dr. F. M. Hutchinson, Treasurer, in Account with Fund for Maintaining Organization. Cr.

1879.

Jan'y 1, To Balance, as per last report.....\$ 1,542 72  
Dec. 31, " Amount received from Lessee ..... 10,000 00

1879.

Dec. 31, By payments, as follows :  
Amount paid President's Salary and Expenses,  
year ending ..... \$2,435 76  
Amount paid Secretary and Treasurer's Salary  
and Expenses, year ending ..... 3,580 86  
Amount paid Clerk Executive Committee, year  
ending ..... 775 00  
Amount paid Messenger, Extra Postage, &c.  
year ending ..... 930 00  
Amount paid Printing Annual Report, Sta-  
tionery, Advertising Annual Meeting, &c ... 1,407 54  
Amount paid Rent of President's Office, No. 23  
Fifth avenue, New York ..... 300 00  
Amount paid Directors for Services and Ex-  
penses attending meetings of Board, City  
of New York, year ending ..... 444 00  
By Balance ..... 1,669 56  
\$11,542 72

(E. AND O. E.) JANUARY 1st, 1879.

F. M. HUTCHINSON, Treasurer.



**Balance Sheet of the Books of the Pittsburgh, Fort Wayne  
and Chicago Railway Company, to December 31, 1879.**

**DR.**

1879.

Dec. 31, To Cost of Railway — Equipment, Structures, &c.....	\$18,910,000 00	
Less amount assets received from Pittsburgh, Fort Wayne and Chicago Railroad Company....	453,399 95	
	<u>\$18,456,600 05</u>	
Additions to Railway before the Lease.....	5,619,621 10	
Amount resulting from Capitali- zation.....	8,208,300 00	
Betterments since the Lease.....	6,461,500 00	
	<u>\$38,746,021 15</u>	
Stock of Supplies transferred to Pennsylvania Railroad Co., Lessee, July 1, 1869.....		468,724 84
Sink. Fund First Mortgage Bonds, \$1,266,948 82		
"        Second        "        1,282,928 71		
		<u>2,549,872 53</u>
Trustees of Sinking Fund — Cash in hands of . Winslow, Lanier & Co., Cash to pay Dividends and Interest since Lease.....		285,015 12
J. F. D. Lanier, Chairman Finance Committee,		186,458 71
L. H. Meyer, President <i>pro tem.</i> Amount Due		936 32
Stockholders out of Capitalization Stock.....		<u>5,985 71</u>
<b>CASH VALUE OF THE FOLLOWING SECURITIES ON HAND:</b>		
Bills Receivable—Notes of Conti- nental Improvement Co., with Interest from March 15, 1877...	\$51,769 60	
Bonds of Allegheny Valley R. R. Co., \$55,000.00, and Scrip, \$70.60,	55,070 60	
Stock Pittsburgh, Fort Wayne and Chicago Railway Co., 1,400 shares.....	110,347 15	
Stock Massillon and Cleveland Railroad Co., 1,235 shares.....	62,750 00	
Stock Lawrence Railroad Co., 400 shares.....	16,000 00	
	<u>200,000 00</u>	
Cash in Bank of Commerce.....	\$11,831 19	
"    hands of Winslow, Lanier & Co.....	9,400 00	
	<u>21,231 19</u>	
		<u>\$42,464,245 57</u>

**Balance Sheet of the Books of the Pittsburgh, Fort Wayne  
and Chicago Railway Company, to December 31, 1879.**

**CR.**

1879.

Dec. 31, By Capital Stock at date of Lease — 197,142 shares,

at par ..... \$19,714,285 71

**FUNDED DEBT :**

First Mortgage Bonds, at par. \$5,250,000 00

Second “ “ “ 5,160,000 00

Third “ “ “ 2,000,000 00

Equipment “ “ 1,000,000 00

Construction “ “ 100,000 00

18,510,000 00

Guaranteed Special Stock — 64,615 shares,

issued for Betterments ..... 6,461,500 00

Coupons not presented ..... \$26,988 41

Dividends not called for ..... 79,439 75

106,428 16

Interest on C., Z. & C. R. R. Bonds — Cash

in Bank of Commerce ..... 4,170 83

Balance to Credit of Income Account ..... 2,667,860 87

\$42,464,245 57

**F. M. HUTCHINSON, Treasurer.**



REPORT  
OF THE  
CONSULTING ENGINEER  
OF THE  
PITTSBURGH, FORT WAYNE AND CHICAGO  
RAILWAY COMPANY.

---

*To the Board of Directors of the  
Pittsburgh, Fort Wayne and Chicago Railway Co.:*

GENTLEMEN: The general examination of the property of your Company was made in November of last year, and I submit the following report as to the condition of the same:

ROLLING STOCK AND MACHINE SHOPS.

There has been no addition to the number of either engines or cars the past year, but there has been a marked change in the character of the former. Fourteen of the old light engines have been replaced with heavier ones, and four of what has been known as the standard engine of the road have been sold and still heavier ones built to take their place. As the light engines, which were on the road when leased, have been replaced by heavier ones, so these latter are being replaced by still more powerful ones.

This change has kept the number, since 1874, equal to the increased traffic of the road, no addition having been made to the number since that year. As close an inspection and inventory of the rolling stock as is possible while so actively employed was made at the close of the year, with the following result:

Number Belonging to the Company.	Number Found or Traced.
ENGINES, 272 .....	272 in fair order throughout, and more efficient than last year, from change of character as noted above.
PASSENGER CARS, 153 .....	114 in good condition; 31 in fair condition; 8 condemned and sold, in place of which new ones are being built.
BAGGAGE CARS, 54 .....	53 in good order; 1 sold, to be replaced by a new one.
POSTAL CARS, 5 .....	5 in good order.
MARKET CARS, 5 .....	5 in good order.
CABOOSE CARS, 127 .....	127 in fair order.
BOX CARS, 3,378. ....	3,287 in fair order.
STOCK CARS, 1,242.....	1,216 in fair order.
GONDOLAS AND FLATS, 2,035. }	1,901 in fair order.

The general condition of the freight equipment is fair. The Master Mechanic of the Lessee certifies that all freight cars belonging to your Company were in existence December 31st; the small number not traced would show his record to be correct, and that the whole equipment was actively employed and in use on your road.

The engine houses and machine shops are generally in good condition. More engine room is required at Fort Wayne, and a new house, for which requisition has been approved, will probably be erected this year on the new freight yard at that place.

An engine house for freight engines will be needed in the new freight yard at Chicago. The requisition for it has also been approved, and it will probably be erected this year.

## TRACK.

The Eastern Division is laid entirely with steel rails, and 79 miles of it ballasted with stone or cinder. Additional side tracks have been laid at Allegheny, Enon, Palestine, Leetonia, Alliance, Wooster and Mansfield. The tonnage of the road has increased to such an extent, and must continue to increase as the western country becomes more fully developed, that the question of second track cannot longer be delayed, if your road is to handle its proper share of the east and west bound traffic. Some additional second track should be laid on this division the present year, and each year thereafter, until this division is double tracked, when, if not sooner, that on the Western Division must follow.

3,600 tons of steel rails were laid on the Western Division during last year, leaving but 21 miles of the road now in iron, which will probably be closed up this year. The ballasting of this division has been pushed with much energy by the Lessee, 94 miles, at the close of the year, having stone or cinder ballast. Additional sidings were laid at Robinson, Nevada, Forest, Delphos, Middlepoint, Van Wert, Dixon, Monroeville, Maples, Fort Wayne, Hadley, Arcola, Columbia, Warsaw, Selby, Plymouth, Hamlet, Hanna, Winslow, Valparaiso and Wheeler. Most of these have been placed in reference to becoming second track, and to that extent are expenditures in that direction. The additional property purchased at Fort Wayne in 1872, is being made a freight yard, two miles of siding having been laid on it the last year. This relieves that station, the track facilities at that point not being adequate for the

large local business of the place and the passing of trains. Additional land at Chicago has been purchased for a new freight yard, in the southern part of the city, and will be improved this year. This will add largely to the facilities in handling the business concentrating at that point.

One iron bridge has been substituted for a wooden one, and the viaduct erected over Eighteenth street, Chicago, jointly with the Chicago and Alton, is completed.

The additions to property on track account are :

For Bridges and Culverts .....	\$ 6,755 17
“ Second Track .....	16,009 25
“ Third and Fourth Tracks .....	1,582 97
“ Side Tracks .....	90,703 61
“ Steel Rails .....	24,942 13
Total .....	<u>\$139,998 13</u>

#### STATION HOUSES.

The station buildings have been generally kept in fair order; but one new one was built last year, a combined freight and passenger house at Delphos, at a cost of \$4,729.50, and the one at Shreve, not finished at the end of 1878, completed, adding in this item to property account, for the past year, \$5,462.67.

In reference to a suitable passenger house at Chicago, the want of which has been so long felt, I am glad to say that the necessary additional property has been purchased, and all arrangements completed to commence the improvement this spring. The building will be handsome, but not extravagant, and of sufficient size to accommodate the business of the roads now using the station, with two or three more that may be brought into it after completion.

## REAL ESTATE AND RIGHT OF WAY.

Of the amount expended for this item, \$57,500.00 is for the new freight yard in Chicago, and \$72,000.00 for additional land required for the new passenger station in Chicago.

Annexed hereto please find a summary of the additions and improvements to your property for the past year, and the total amount expended since date of Lease.

J. C. SPENCER,

*Consulting Engineer P., Ft. W. & C. Ry. Co.*

APRIL 20th, 1880.



**SUMMARY OF EXPENDITURES for "Improvements and Additions" on Pittsburgh, Fort Wayne and Chicago Railway Company, during 1879, and Grand Total since July 1st, 1869.**

No.	Distribution of Accounts.	For Year 1879.	To Dec. 31, 1878.	Grand Total.	Payments on Account in Stock.				
1	Locomotive Engines	\$	\$ 711,457 00	\$ 711,457 00	Feb'y 17, 1872,	10,000 shares, of \$100.00 each,	\$1,000,000 00		
2	Pass. Coaches & Bag. Cars,		214,440 05	214,440 05	March 11, "	4,000 "	"	400,000 00	
3	Box Cars		1,170,209 02	1,170,209 02	June 30, "	5,000 "	"	500,000 00	
4	Stock Cars		423,720 00	423,720 00	Sept. 30, "	6,000 "	"	600,000 00	
5	Gondola Cars		396,830 88	396,830 88	June 16, 1873,	7,280 "	"	728,000 00	
6	Caboose Cars		17,161 14	17,161 14	Dec. 31, "	8,720 "	"	872,000 00	
7	Machinery for Shops		73,659 45	73,659 45	April 29, 1876,	8,000 "	"	800,000 00	
8	Machine Shops		150,359 08	150,359 08	" 29, "	1,500 "	"	150,000 00	
9	Engine Houses		117,425 14	117,425 14	Aug. 16, "	230 "	"	23,000 00	
10	Water Stations		47,790 31	47,790 31	June 4, 1877,	4,313 "	"	431,300 00	
11	Station Houses	5,462 67	154,959 47	160,422 14	" 17, 1878,	1,650 "	"	165,000 00	
12	Bridges and Culverts	6,755 17	388,401 18	395,156 35	Jan'y 13, 1879,	6,600 "	"	660,000 00	
13	Second Track	16,009 25	690,177 36	706,186 61	March 26, "	1,322 "	"	132,200 00	
14	Third and Fourth Tracks,	1,582 97	23,686 11	25,269 08					
15	Side Tracks and Sidings	90,708 61	313,426 79	404,130 40					
16	Steel Rail	24,942 13	952,697 57	977,639 70					
17	Fencing (Stone Wall in Allegheny Parks.)		17,475 21	17,475 21					
18	Street and Road Crossings,		1,710 97	1,710 97					
19	Salaries & Exp's of Eng'rs,	9,535 55	131,561 47	141,087 02					
20	Real Estate & R't of Way,	154,143 19	448,395 95	602,539 14					
21	Legal Expenses		16,329 73	16,329 73					
	Grand Total	\$309,124 54	\$6,461,873 88	\$6,770,998 42					
	of U. S. for Northern District of Ohio.								\$6,461,500 00

**Samuel J. Tilden and Charles Lanier, Trustees, in account with Pittsburgh, Fort Wayne and Chicago Railway First Mortgage Bonds Sinking Fund, for the Six Months ending June 30th, 1879.**

1878.		
Dec. 31, Balance of account rendered		\$53,710 74
1879.		
Jan'y 30, Monthly Installment		4,375 00
Feb'y 26, "		4,375 00
Mar. 25, "		4,375 00
April 28, "		4,375 00
May 27, "		4,375 00
June 26, "		4,375 00
Jan'y 1, Coupons		3,150 00
Feb'y 1, "		7,175 00
Mar. 1, "		5,897 50
April 1, "		7,787 50
May 1, "		7,402 50
June 1, "		6,352 50
" 30, Interest on Balances, W., L. & Co.		1,099 78

## CONTRA.

1879.				
Jan'y 14, \$3,500 Bonds, bought @ 123 & Int. & Com.	\$4,358	95		
Mar. 20, 1,500 " " 123 $\frac{1}{4}$ "	1,841	87		
" 26, 1,000 " " 123 "	1,237	08		
" 31, 1,500 " " 123 "	1,835	21		
April 9, 500 " " 122 "	613	54		
	\$8,000			
June 30, Trustees' Salary, \$500 each	1,000	00		
Balance	107,938	87		
			\$118,825 52—	\$118,825 52
July 1, Balance in hands of Trustees				\$107,938 87

**CHARLES LANIER,**  
*Trustee.*

Samuel J. Tilden and Charles Lanier, Trustees, in account with Pittsburgh, Fort Wayne and Chicago Railway Second Mortgage Bonds Sinking Fund, for the Six Months ending June 30th, 1879.

1878.

Dec. 31, Balance of account rendered. . . . . \$78,971 50

1879.

Jan'y 30, Monthly Installment . . . . .	4,300 00
Feb'y 26, " . . . . .	4,300 00
Mar. 25, " . . . . .	4,300 00
April 28, " . . . . .	4,300 00
May 27, " . . . . .	4,300 00
June 26, " . . . . .	4,300 00
Jan'y 1, Coupons . . . . .	3,955 00
Feb'y 1, " . . . . .	7,105 00
Mar. 1, " . . . . .	9,065 00
April 1, " . . . . .	8,085 00
May 1, " . . . . .	7,945 00
June 1, " . . . . .	4,970 00
" 30, Interest on Balances, W., L. & Co. . . . .	1,407 78

# CONTRA.

1879.

Feb'y 17, \$1,000 Bonds, bought @ 121 & Int. & Com. \$1,234 58	
" 20, 3,000 " " 121½ " 3,690 00	
Mar. 8, 500 " " 120 " 600 62	
" 20, 2,000 " " 121½ " 2,436 67	
" 25, 5,000 " " 121½ " 5,964 58	
April 12, 5,000 " " 121½ " 6,028 75	
" 24, 2,000 " " 122 " 2,442 50	

\$18,500

June 30, Trustees' Salary, \$500 each . . . . . 1,000 00

Balance . . . . . 123,906 58

\$147,304 28—\$147,304 28

July 1, Balance in hands of Trustees . . . . . \$123,906 58

CHARLES LANIER,  
Trustee.

**Samuel J. Tilden and Charles Lanier, Trustees, in account with the Pittsburgh, Fort Wayne and Chicago Railway First Mortgage Bonds.**

1879.

July 1,	To Balance, as per account rendered.....	\$107,938 87
" 1,	Coupons from Bonds.....	3,010 00
Aug. 1,	" ".....	7,262 50
Sept. 1,	" ".....	5,915 00
Oct. 1,	" ".....	7,787 50
Nov. 1,	" ".....	7,437 50
Dec. 1,	" ".....	6,580 00
July 28,	Installment.....	4,375 00
Aug. 27,	".....	4,375 00
Sept. 27,	".....	4,375 00
Oct. 29,	".....	4,375 00
Nov. 28,	".....	4,375 00
Dec. 26,	".....	4,375 00
" 31,	Interest from W., L. & Co. on daily Balance....	1,804 67

**CONTRA.**

1879.

Aug. 20,	By \$500 Bonds, bought @ 126, Int. & Com.	\$ 633 54
" 27,	Rent of Safe, Safe Deposit Co..	25 00
Sept. 20,	500 Bonds, bought @ 126, Int. & Com.	630 62
" 29,	2,000 " " 126½ "	2,509 17
Oct. 9,	1,000 " " 126 "	1,242 50
" 10,	2,000 " " 125 "	2,467 50
" 14,	1,000 " " 125 "	1,262 92
" 18,	4,500 " " 125 "	5,604 37
Nov. 10,	1,000 " " 125 "	1,232 50
" 11,	500 " " 124½ "	611 46
" 12,	28,000 " " 126 "	35,017 49
Dec. 13,	2,000 " " 126½ "	2,485 83

\$43,000

" 31,	Salary of Trustees.....	1,000 00
	Balance.....	119,263 14

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\$173,986 04—\$173,986 04

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" 31,	To Balance in hands of Trustees.....	\$119,263 14
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**CHARLES LANIER,**

[E. &amp; O. E.] NEW YORK, Dec. 31, 1879.

*Trustee of Sinking Fund.*

**Samuel J. Tilden and Charles Lanier, Trustees, in account with the Pittsburgh, Fort Wayne and Chicago Railway Second Mortgage Bonds.**

1879.

July 1,	To Balance, as per account rendered.....	\$123,906 58
" 1,	Coupons from Bonds.....	3,990 00
Aug. 1,	" ".....	7,245 00
Sept. 1,	" ".....	9,310 00
Oct. 1,	" ".....	8,120 00
Nov. 1,	" ".....	8,225 00
Dec. 1,	" ".....	4,970 00
July 28,	Installment.....	4,300 00
Aug. 27,	".....	4,300 00
Sept. 27,	".....	4,300 00
Oct. 29,	".....	4,300 00
Nov. 28,	".....	4,300 00
Dec. 26,	".....	4,300 00
" 31,	Interest from W., L. & Co. on daily Balance ....	2,144 56

**CONTRA.**

1879.

July 19,	By \$1,000 Bonds, bought @ 120, Int. & Com.	\$1,230 41
Aug. 16,	3,000 " " 122 "	3,646 25
" 19,	5,000 " " 122 "	6,193 75
" 26,	2,000 " " 121 "	2,440 00
" 27,	Rent of Safe, Safe Deposit Co. .	25 00
Sept. 20,	2,000 Bonds, bought @ 122, Int. & Com.	2,454 17
Nov. 22,	3,000 " " 122½ "	3,626 25
Dec. 1,	4,000 " " 122½ "	4,887 50
" 29,	1,000 " " 125 "	1,222 08
" 30,	1,000 " " 125 "	1,233 75

\$22,000

" 31,	Trustees' Salary.....	1,000 00
	Balance.....	165,751 98

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\$193,711 14—\$193,711 14

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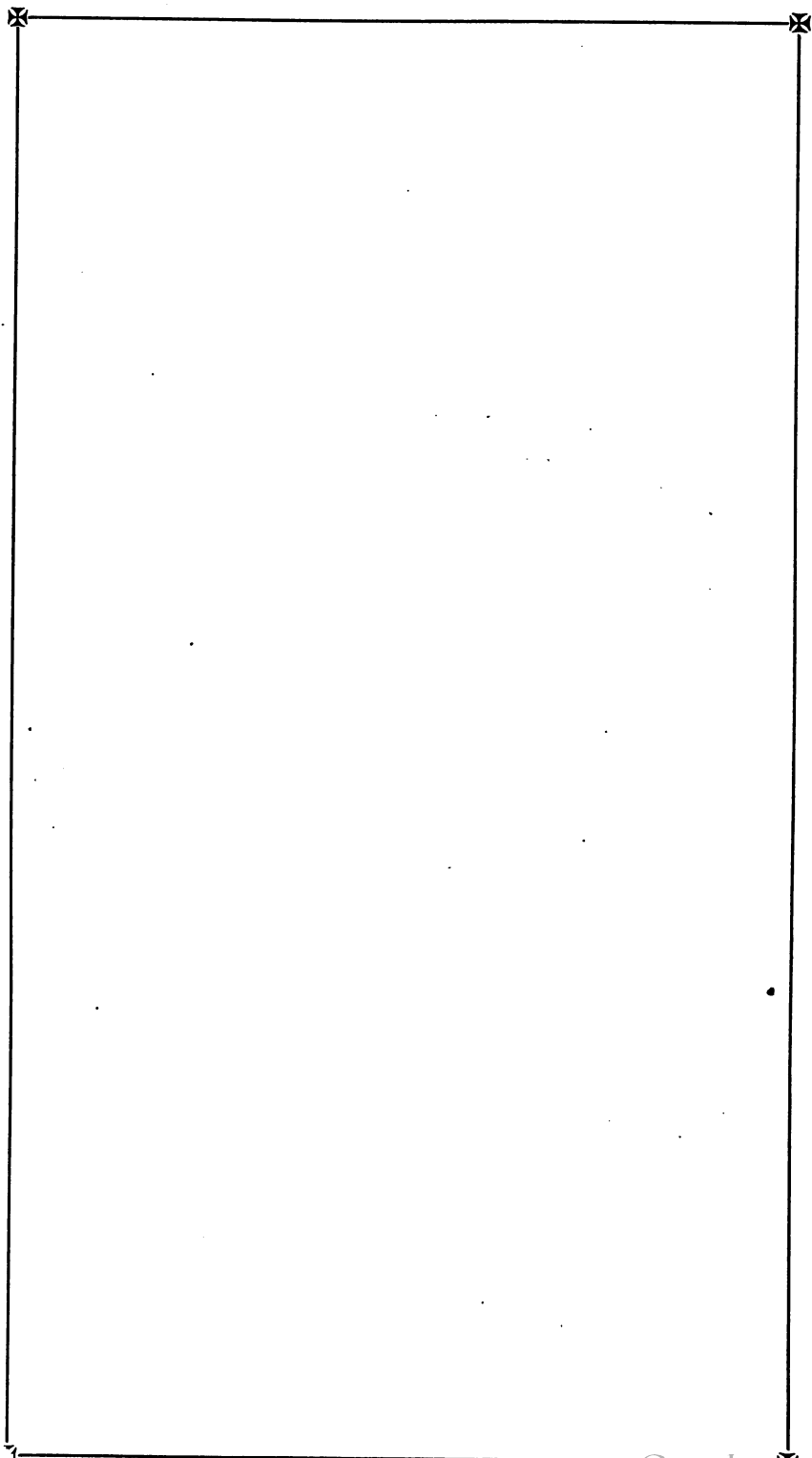
**CHARLES LANIER,**

[E. &amp; O. E.] NEW YORK, DEC. 31, 1879.

*Trustee of Sinking Fund.*

<b>Memo. First Mortgage Bonds Issued</b> .....	\$5,250,000 00
Bought, at December 31, 1878 .....	\$1,070,000 00
“ during six months, ending June 30, 1879, .....	8,000 00
“ “ “ “ Dec. 31, 1879, .....	43,000 00
<b>Total bought, at December 31, 1879</b> .....	<u>1,121,000 00</u>
<b>Outstanding December 31, 1879</b> .....	<u><u>\$4,129,000 00</u></u>

<b>Memo. Second Mortgage Bonds Issued</b> .....	\$5,160,000 00
Bought, at December 31, 1878 .....	\$1,169,500 00
“ during six months, ending June 30, 1879, .....	18,500 00
“ “ “ “ Dec. 31, 1879, .....	22,000 00
<b>Total bought, at December 31, 1879</b> .....	<u>1,210,000 00</u>
<b>Outstanding December 31, 1879</b> .....	<u><u>\$3,950,000 00</u></u>



14259

EIGHTEENTH  
ANNUAL REPORT  
OF  
THE BOARD OF DIRECTORS  
OF THE  
PITTSBURGH, FT. WAYNE & CHICAGO  
RAILWAY COMPANY,  
TO THE  
Stock and Bondholders,  
FOR  
THE YEAR ENDING DECEMBER 31, 1880.

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PITTSBURGH:  
JOS. EICHBAUM & CO. PRINTERS, 48 FIFTH AVENUE.

1881.

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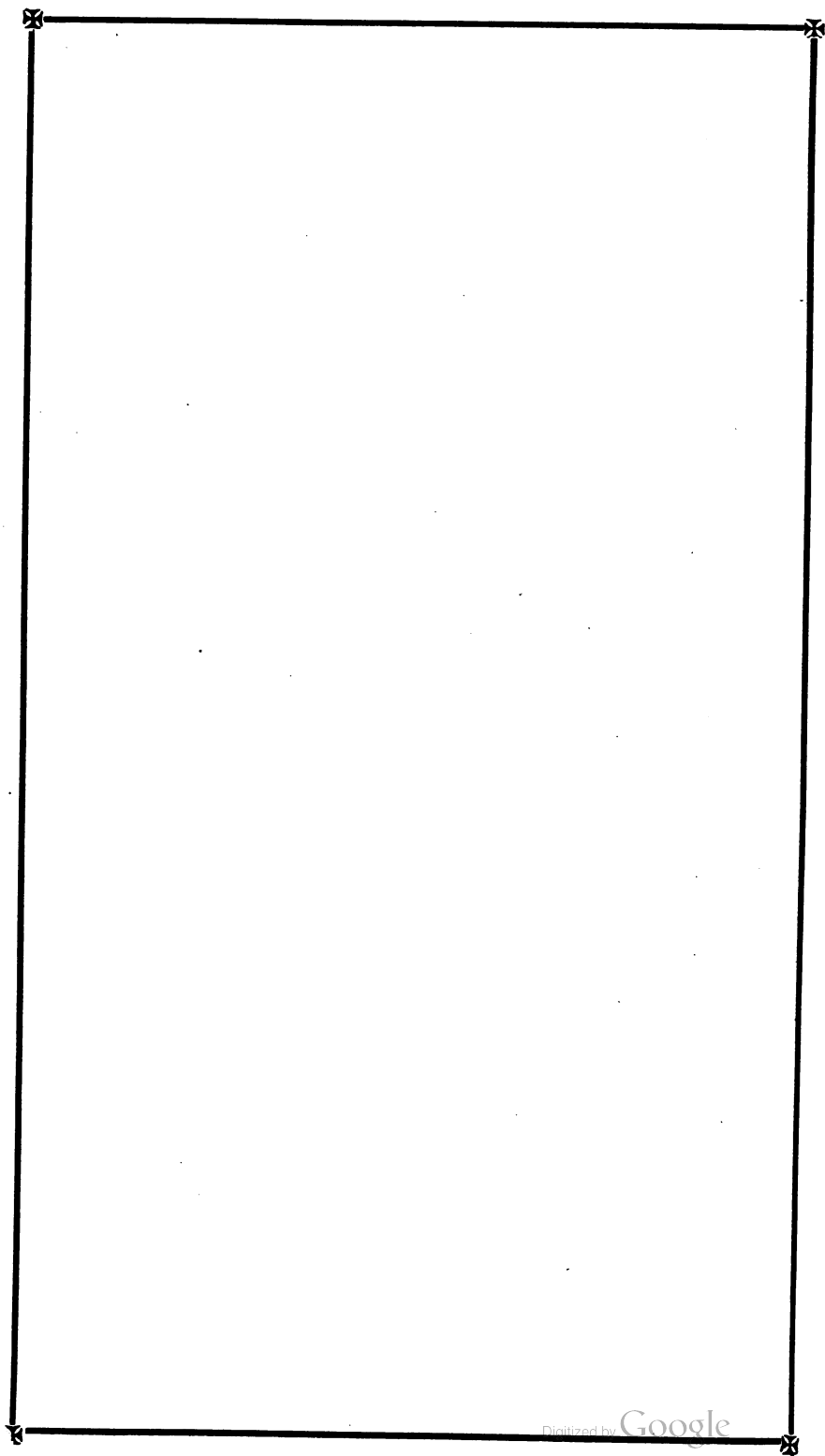




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1881.



# Classification of Board of Directors.

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## FIRST CLASS.

*Whose Term of Service Expires at the Annual Election, 1882.*

PLINY HOAGLAND,  
R. R. SPRINGER,  
JNO. N. HUTCHINSON.

## SECOND CLASS.

*Whose Term of Service Expires at the Annual Election, 1883.*

JOHN SHERMAN,  
L. B. HARRISON,  
GEO. B. ROBERTS.

## THIRD CLASS.

*Whose Term of Service Expires at the Annual Election, 1884.*

GEORGE W. CASS,  
S. J. TILDEN,  
J. N. MCULLOUGH,  
CHAS. LANIER.

## FOURTH CLASS.

*Whose Term of Service Expires at the Annual Election, 1885.*

L. H. MEYER,  
CHAS. E. SPEER,  
JESSE L. WILLIAMS.

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## OFFICERS.

LOUIS H. MEYER,	-	-	-	-	-	President.
F. M. HUTCHINSON,	-	-	-	-	-	Sec'y & Treas'r.



ANNUAL MEETING  
OF THE  
STOCK ~~AND~~ BONDHOLDERS  
OF THE  
PITTSBURGH, FORT WAYNE AND CHICAGO  
RAILWAY COMPANY.

---

Pursuant to the following notice, the Stock and Bondholders met at the Office of the Company, in the City of Pittsburgh, on Wednesday, the eighteenth day of May, 1881, at 12 o'clock M.:

PITTSBURGH, FORT WAYNE AND CHICAGO RAILWAY CO.  
OFFICE OF THE SECRETARY AND TREASURER,  
PITTSBURGH, PA., April 14, 1881. }

NOTICE.—The annual meeting of the Stock and Bondholders of the Pittsburgh, Fort Wayne and Chicago Railway Company will be held at the General Office of the Company, Bissell Block, corner Seventh avenue and Smithfield street, Rooms No. 1 and 2, (second floor), City of Pittsburgh, at 12 o'clock M., on Wednesday, the eighteenth (18th) day of May, 1881, for the purpose of electing three Directors in the place of a like number whose term of service expires on that day.

F. M. HUTCHINSON, *Secretary.*

The meeting was organized by appointing JOHN BIRMINGHAM, Esq., Chairman, and F. M. HUTCHINSON, Secretary.

When:

LOUIS H. MEYER, Esq., President *pro tem.*, presented the Eighteenth (18th) Annual Report of the Board of Directors, which was read by the Secretary.

On motion of W. H. BARNES, Esq., the following resolutions were adopted:

*Resolved*, That the Report of the Board of Directors, for the past year, be approved: and that the Board be requested to have the same published in the usual form, without delay, and distributed among the Stock and Bondholders.

*Resolved*, That the polls for the Election of Directors be opened at the General Office of the Company, at 12½ o'clock P. M., and be kept open until the close of these proceedings, and that the voting shall be by ballot.

*Resolved*, That the Inspectors, so soon as the votes are counted, shall make a written return thereof, and file the same with the Secretary of the Company.

*Resolved*, That the Secretary of the Company shall, as soon as he receives the return of the election, notify in writing the persons who have been elected Directors.

On motion of J. L. WILLIAMS, Esq., the following resolution was adopted, viz:

*Resolved*, That the incoming Board of Directors be, and they are hereby requested (for the purpose of facilitating and expediting all matters relating to the business of the Company), to appoint an Executive Committee, consisting of five members of their Board, one of whom shall be the President, who shall act as a Finance Committee, and receive and examine all requisitions of Lessee's accounts for work done under approved requisitions, and report thereon to the Board for its action.

The President appointed Messrs. LIGGETT and HALEY inspectors of the election.

No further business before the meeting.

On motion, adjourned.

F. M. HUTCHINSON,

*Secretary.*

ANNUAL REPORT

OF THE

PITTSBURGH, FORT WAYNE AND CHICAGO

RAILWAY COMPANY.

---

*To the Stock and Bondholders of the Pittsburgh,  
Fort Wayne & Chicago Railway Co.:*

The Board of Directors submit for your information the following usual statement of the affairs of your Company, and of the condition of its property for the year 1880, as furnished by the Lessee under the Fifteenth Article of the Lease, showing the Earnings of the Pittsburgh, Fort Wayne and Chicago Railway, and the Expenditures for account of the repairs, renewals, replacements, improvement and equipment thereof during the year ending December 31, 1880, viz:

1



## LESSEE'S

Statement in Detail of Operating Expenses for Year ending  
December 31st, 1880.

## CONDUCTING TRANSPORTATION.

Advertising.....	\$ 8,077 99
Agencies—Ticket and Freight.....	101,363 40
“ —Foreign.....	177,068 91
Baggage Masters.....	39,041 06
Brakemen.....	286,508 12
Cars—Cleaning and Inspecting.....	50,361 98
“ —Fuel and Light.....	16,527 79
“ —Hire of.....	53,999 71
“ —Incidental Supplies of.....	19,583 23
“ —Oil, Tallow and Waste.....	26,171 55
Clerks.....	186,349 98
Conductors.....	219,985 98
Damage to Property, including Stock Killed.....	4,011 21
Despatchers.....	31,391 38
Drayage.....	16,240 47
Docks—Repairs of.....	73 59
Flagmen at Crossings.....	26,431 11
Incidentals.....	4,928 12
Injuries to Individuals.....	20,698 46
Litigation—Cost of.....	2,124 91
Loss and Damage of Baggage.....	653 86
“ “ Goods.....	10,885 60
Mail Expenses.....	1,188 32
Printing and Stationery.....	32,475 39
Stations—Fuel and Light.....	17,161 59
“ —Furniture, &c.....	4,429 03
“ —Labor at.....	209,545 23
“ —Petty Expenses of.....	5,942 41
“ —Repairs of, and Rent.....	60,830 69
“ —Warehouse Charges.....	11,646 89
Switch Tenders at and about Stations and Yards.....	19,998 18
Superintendence.....	19,307 82
Telegraph—Salaries of Operators.....	71,726 16
“ —Repairs and Incidental Expenses of.....	12,615 11
Wrecks—Clearing.....	2,292 95
Total Conducting Transportation.....	<u>\$1,771,638 18</u>

## MOTIVE POWER.

Enginemen and Firemen—Passenger.....	\$ 92,449 95
“ “ —Freight.....	392,530 73
Engine Houses and Machine Shops—Fuel for Stoves.....	5,902 14
“ “ M. S. and T. T.—Repairs of.....	17,378 87
Fuel Stations—Incidental Expenses of.....	785 06
“ “ —Fixtures and Repairs of.....	4,309 60
Incidentals.....	13,273 39
Laborers and Wipers.....	87,125 11
Locomotives—Passenger, Coal for.....	65,725 53
“ —Freight, “.....	268,833 83
“ —Passenger—Oil, Tallow, Waste, &c.....	8,276 65
“ —Freight, “ “.....	26,592 75
“ —Passenger, Repairs of.....	61,466 06
“ —Freight, “.....	279,303 89
“ —Passenger, Wood for.....	7,134 03
“ —Freight, “.....	17,441 50
“ —Furniture and Fixtures of.....	5,978 67
Printing and Stationery.....	1,004 86
Superintendence.....	4,465 74
Tools and Machinery—Repairs of.....	25,416 76
Watchmen.....	8,203 68
Water Supply.....	22,668 25
Water Stations—Expenses of.....	1,790 99
“ —Fixtures and Repairs of.....	21,841 55
Total Motive Power.....	<u>\$1,439,899 59</u>

## MAINTENANCE OF WAY.

Ballast.....	\$ 283,018 15
Bridges—Repairs of.....	58,036 17
Cattle Guards and Road Crossings.....	7,603 35
Chairs.....	307 32
Clerks.....	3,198 31
Cross Ties.....	152,115 08
Culverts.....	33,185 46
Ditching.....	15,987 20
Fences—Repairs of.....	20,233 26
Frogs.....	16,410 26
Foremen and Watch Houses.....	1,267 72
Hand Cars, Trucks, &c.....	7,428 32
Incidentals.....	9,058 00
Litigation—Cost of.....	424 69
Oil, Fluid and Tallow.....	3,266 00
Printing and Stationery.....	208 13
Road Bed and Track Labor.....	269,148 83
Rails—Iron.....	16,320 47
“ —Steel.....	61,244 08
Spikes.....	20,379 25
Splices and Bolts.....	42,878 41
Switches and Switch Posts.....	28,332 45
Snow and Ice Removing.....	2,157 50
Superintendence and Supervisors.....	14,976 65
Tools and Repairs of Tools.....	20,401 89
Watchmen.....	18,073 36
Total Maintenance of Way.....	<u>\$1,105,660 31</u>

## MAINTENANCE OF CARS.

Cars—Passenger and Baggage—Repairs of.....	\$ 158,833 34
“ —Freight, “.....	509,335 66
“ —Ballast and Wood, “.....	891 88
“ —Furniture and Fixtures of.....	1,216 71
“ —Shops and Sheds for.....	3,473 29
Car Shops—Fuel and Light for.....	2,278 18
Incidentals.....	8,021 10
Superintendence.....	3,718 32
Tools and Repairs of Tools.....	29,920 82
Total Maintenance of Cars.....	<u>\$ 717,689 30</u>

## GENERAL EXPENSES.

General Offices—Attendants at.....	\$ 1,923 08
“ —Clerks in.....	30,891 70
“ —Light and Fuel for.....	687 27
“ —Rent of.....	1,003 50
“ —Furniture, &c. for.....	469 69
“ —Repairs of.....	2,846 95
“ —Printing and Stationery.....	2,898 73
“ —Petty Expenses of.....	239 66
General Officers—Salaries and Expenses of.....	9,621 48
Incidentals .....	1,769 12
Legal Department—Salaries and Fees.....	11,820 02
Rent of Property.....	3,424 43
Taxes—State, City and County.....	216,062 46
“ —United States.....	13 78
Total General Expenses.....	<u>\$ 283,671 87</u>

## RECAPITULATION OF EXPENSES.

Conducting Transportation.....	\$1,771,638 18
Motive Power.....	1,439,899 59
Maintenance of Way.....	1,105,660 31
Maintenance of Cars.....	717,689 30
General Expense.....	283,671 87
Total Expenses.....	<u>\$5,318,559 25</u>

## EARNINGS.

Earnings from Freight.....	\$7,395,452 08
“ “ Passenger.....	2,248,899 89
“ “ Express.....	140,480 32
“ “ Transportation of Mail.....	151,234 63
“ “ Rent of Railway.....	141,418 28
“ “ Miscellaneous.....	19,334 79
Total Earnings.....	<u>\$10,096,819 99</u>

## EXPENDITURES—FOR REPAIRS, RENEWALS AND REPLACEMENTS.

Repairs of Passenger and Freight Stations.....	\$ 60,830 69
“ Engine Houses, Machine Shops and Turn Tables..	17,378 87
“ Locomotives.....	346,748 62
“ Cars—Passenger, Freight, Tools, &c.....	700,198 41
“ Tools and Machinery.....	25,416 76
“ Water Stations and Fixtures.....	23,632 54
“ Bridges.....	91,221 63
“ Fence and Road Crossings.....	27,836 61
“ Foremen and Watch Houses.....	1,267 72
“ Hand Cars, Trucks, &c.....	7,428 32
“ Track Labor, &c.....	✓643,733 37
“ General Office.....	2,846 95
Ballast.....	✓283,018 15
Superintendence.....	36,248 32
Incidentals.....	14,906 19
	<u>\$2,282,713 15</u>

## IMPROVEMENTS AND EQUIPMENT.

Ballast.....	\$ 60,826 94
Bridge Masonry.....	31,830 91
Bridge Superstructure.....	10,575 06
Cross Ties.....	18,195 73
Engine Houses.....	33,883 07
Engineers—Salaries and Expenses of.....	17,337 15
Fencing.....	268 07
Frogs.....	3,256 22
Grading.....	44,395 07
Incidentals.....	105 43
Rails—Iron.....	22,798 40
“ —Steel.....	57,384 09
Real Estate.....	269,003 45
Right of Way.....	5,598 64
Spikes.....	4,855 83
Splices and Bolts.....	6,081 85
Stations—Passenger.....	320,456 04
“ —Freight.....	7,875 11
“ —Fuel.....	908 91
Street and Road Crossings.....	286 72
Switch. Stands and Fixtures.....	7,160 89
Track—Labor Laying.....	✓16,338 50
	<u>\$ 939,362 08</u>

**Statement of the Earnings, Expenses, Net Earnings, &c. of the  
Pittsburgh, Fort Wayne and Chicago Railway, for the  
Year ending December 31st, 1880.**

Earnings from Freight.....	\$7,395,452 08
“ “ Passenger.....	2,248,899 89
“ “ Express.....	140,480 32
“ “ Transportation of Mail.....	151,234 63
“ “ Rent of Railway.....	141,418 28
“ “ Miscellaneous.....	19,334 79
<b>Total Earnings.....</b>	<b>\$10,096,819 99</b>
<b>Less Expenses.....</b>	<b>5,318,559 25</b>
<b>Net Earnings.....</b>	<b>\$4,778,260 74</b>
Add net gain in operating New Castle and Beaver Valley R. R.	71,226 63
“ “ “ Lawrence Railroad.....	6,868 48
	<b>\$4,856,355 85</b>
From which deduct amount paid Cleveland and Pittsburgh Railroad, division of joint earnings.....	345,839 30
	<b>\$4,510,516 55</b>

AUDITOR'S OFFICE,  
February 12th, 1881.

J. P. FARLEY,  
*Auditor.*

The foregoing statement of Lessee shows:

Gross Earnings for 1880.....	\$10,096,819 99
Against same for 1879.....	8,452,382 90
<b>Increase for 1880 over 1879.....</b>	<b>\$ 1,644,437 09</b>
<b>Expenses of Operating and Maintaining for 1880.....</b>	<b>\$ 5,318,559 25</b>
<b>Against same for 1879.....</b>	<b>4,501,128 80</b>
<b>Increase for 1880 over 1879.....</b>	<b>\$ 817,430 45</b>

### Summary of financial result of the business of 1880 to the Lessee:

Gross Earnings.....	\$10,096,819 99
Operating and Maintaining.....	5,318,559 25
Net.....	\$4,778,260 74
As against the same for 1879.....	3,951,254 10
Increase, net, 1880 over 1879.....	\$ 827,006 64

Taking the above net for 1880.....	\$4,778,260 74
Adding gain on operation of New Castle and Beaver Valley Railroad.....	71,226 63
And of Lawrence Railroad.....	6,868 48
Gives a Total Net of.....	\$4,856,355 85
Less amount allowed Cleveland and Pittsburgh Railroad, division of joint earnings.....	345,839 30
Total, net, 1880.....	\$4,510,516 55
Total, net, for 1879.....	3,729,298 25
Increase, net, 1880.....	\$ 781,218 30

Out of the net Total of 1880.....	\$4,510,516 55
Lessee has paid:	
For dividends on original Pittsburgh, Fort Wayne and Chicago Railway Stock.....	\$1,380,000 00
Interest on First and Second Mortgage Bonds..	728,700 00
“ Third Mortgage Bonds.....	140,000 00
“ Equipment Bonds.....	80,000 00
“ \$100,000 Construction Mortg. Bonds..	7,000 00
“ \$6,770,900, Guar'teed Special Stock..	473,963 00
Amount paid for maintaining organization.....	10,000 00
“ “ New York Transfer Agency.....	7,000 00
“ “ New York Registrar.....	2,000 00
Leaving for 1880, a net of.....	\$1,681,853 55
For Lessee, out of which is paid Sinking Fund.....	104,100 00
Showing an absolute immediate cash profit to Lessee for 1880, of.....	\$1,577,753 55

There remains due in Guaranteed Special Stock to Lessee, for betterments in 1880, the sum of \$928,033.47.

The Lessee has punctually made all the payments for 1880, as required by the Lease.

The account rendered by the Trustees of the Sinking Fund is also appended; it shows total amount of Bonds purchased for and now in the Sinking Fund, as follows:

First Mortgage Bonds.....	\$1,196,000 00
Second " " .....	1,258,000 00
	<u>\$2,454,000 00</u>
Add cash on hand.....	399,813 33
Total Sinking Fund, Dec. 31, 1880, Cash and in Bonds....	<u>\$2,853,813 33</u>

The Trustees report only purchases for Sinking Fund in 1880:

First Mortgage Bonds.....	\$ 75,000 00
Second " " .....	48,000 00
Total purchases in 1880 .....	<u>\$ 123,000 00</u>

The cash in their hands has further increased from \$285,015.12 December 31st, 1879, to \$399,813.33 December 31st, 1880, being again in 1880 an increase of \$114,798.21 over 1879, cash in Sinking Fund unused. The \$123,000.00 First and Second Mortgage Bonds purchased in 1880 cost \$166,199.40, showing \$43,199.40 paid for premiums, interest and commission on same, and making the total of \$2,454,000.00 Bonds now held by the Sinking Fund cost \$2,716,071.93, or a premium of about \$262,071.93, equal 11 per cent. nearly.

The Annual Report of the Consulting Engineer is as usual herewith furnished, and from it will be seen that the long-needed station improvement at Chicago has been carried out satisfactorily.



The accounts of the Treasurer, showing receipts and disbursements of the fund for maintaining the organization of the Company, as also a general account showing all the issues of the Company, are herewith, as usual, submitted.

Claims pending against this Company and partly in litigation, have been nearly all settled.

Respectfully submitted,

L. H. MEYER,

*President, pro tem.*

## PITTSBURGH, FORT WAYNE AND CHICAGO RAILWAY CO.

Dr.	F. M. Hutchinson, Treasurer, in Account with Fund for Maintaining Organization.	Cr.
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1880.

Jan'y 1, To Balance, as per last report.....	\$ 1,669 56
Dec. 31, " Amount received from Lessee.....	10,000 00

1880.

Dec. 31, By payments, as follows:

Amount paid President's Salary and Expenses, year ending.....	\$ 2,468 34
Amount paid Secretary and Treasurer's Salary and Expenses, year ending.....	3,321 06
Amount paid Clerk, extra Postage, &c., year ending.....	1,400 00
Amount paid Printing Annual Report, Sta- tionery, Advertising, Annual Meeting, &c.....	1,292 76
Amount paid Rent of President's Office, No. 23 Fifth avenue, New York.....	300 00
Amount paid Directors for Services and Ex- penses attending meetings of Board, City of New York, year ending.....	1,118 00
By Balance.....	1,769 40
	<u>\$11,669 56</u>

\$11,669 56

(E. AND O. E.) January 1st, 1881.

F. M. HUTCHINSON, Treasurer.

**Balance Sheet of the Books of the Pittsburgh, Fort Wayne and  
Chicago Railway Company, to December 31, 1880.**

**DR.**

1880.

Dec. 31, To Cost of Railway—Equipment,	
Structures, &c.....	\$18,910,000 00
Less amount assets received from	
Pittsburgh, Fort Wayne and	
Chicago Railroad Company...	453,399 95
	<u>\$18,456,600 05</u>
Additions to Railway before the	
Lease.....	5,619,621 10
Amount resulting from Capitali-	
zation.....	8,214,285 71
Betterments since the Lease....	6,770,900 00
	<u>\$39,061,406 86</u>
Supplies transferred to Pennsylvania Railroad	
Co., Lessee, July 1, 1869.....	468,724 84
Sinking Fund First Mortg. Bonds, \$1,370,026 57	
“ Second “	1,346,045 36
	<u>2,716,071 93</u>
Trustees of Sinking Fund—Cash to purchase	
Bonds.....	399,813 33
Winslow, Lanier & Co.—Cash to pay Divi-	
dends and Interest.....	195,261 71
<b>CASH VALUE OF THE FOLLOWING SECURITIES ON HAND:</b>	
Notes Continental Improvement	
Co., with Interest from March	
15, 1877.....	\$ 51,769 60
Bonds Allegheny Valley R. R. Co.	59,357 10
Stock Pittsburgh, Fort Wayne	
and Chicago Railway Co., 1,400	
shares.....	110,347 15
Stock Massillon and Cleveland	
Railroad Co., 1,235 shares....	62,750 00
Stock Lawrence Railroad Co.,	
400 shares.....	16,000 00
	<u>200,000 00</u>
Cash Account.....	31,894 59
	<u>\$43,073,173 26</u>

(E. AND O. E.) PITTSBURGH, January 1st, 1881.

Balance Sheet of the Books of the Pittsburgh, Fort Wayne and Chicago Railway Company, to December 31, 1880.

CR.

1880.

Dec. 31, By Capital Stock at date of Lease—197,142 shares,	
at par.....	\$19,714,285 71
FUNDED DEBT:	
First Mortgage Bonds, at par, \$5,250,000 00	
Second “ “ “ 5,160,000 00	
Third “ “ “ 2,000,000 00	
Equipment “ “ 1,000,000 00	
Construction “ “ 100,000 00	
	13,510,900 00
Guaranteed Special Stock, issued for Bet- terments, 67,709 shares.....	6,770,900 00
Winslow, Lanier & Co.—to pay Dividends.....	\$88,629 75
Winslow, Lanier & Co.—to pay Interest.....	26,391 41
	115,021 16
Balance to Credit of Income Account.....	2,962,966 39

\$43,073,173 26

F. M. HUTCHINSON, Treasurer.



REPORT  
OF THE  
CONSULTING ENGINEER  
OF THE  
PITTSBURGH, FORT WAYNE AND CHICAGO  
RAILWAY COMPANY.

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*To the Board of Directors of the Pittsburgh, Fort  
Wayne and Chicago Railway Co.:*

GENTLEMEN: I submit the following report of the condition of your property, as shown by the usual inspection made at the close of last year:

ROLLING STOCK AND MACHINE SHOPS.

No addition has been made to the number of either cars or engines during the past year, but the change of character of the latter, noted in last report, has been steadily going on to an extent that it has left a number of the old light engines on the road in excess of the number belonging to your Company, to be sold or broken up when past use. It was demonstrated during the year that the car equipment was not up to the requirements of the business of

the road, and that aside from the through tonnage, which had largely increased, certain industries to be erected on your line of road would also largely increase its local business.

On the 8th December last, therefore, a requisition was made by the Lessee, and approved by you, for one thousand additional freight cars, which are now being placed on the road.

The general blockade of freight last fall, and consequent detention of cars at points off the line of road, makes the inventory of the freight equipment taken from Train Despatchers' reports show less proportion of cars traced than usual.

Number Belonging to the Company.	Number Found or Traced.
ENGINES, 272.....	{ 272 in good order and improved in character.
PASSENGER CARS, 153.....	{ 105 in good order; 43 in fair order; 2 being rebuilt; 3 condemned.
BAGGAGE CARS, 54.....	{ 43 in good order; 11 in fair order.
POSTAL CARS, 5.....	{ 5 in good order.
MARKET CARS, 5.....	{ 5 in good order.
CABOOSE CARS, 127.....	{ 127 in fair order.
BOX CARS, 3,378.....	{ 3,182 in fair order.
STOCK CARS, 1,249.....	{ 1,197 in fair order.
GONDOLA AND FLATS, 2,035..	{ 1,746 in fair order.

The Master Mechanic of the Lessee certifies but one freight car was short, December 31st.

The machine shops and machinery and engine houses are generally in good order. The addition for the year is a new engine house in the outer freight yard in Chicago, of 20 stalls, costing, with water tank and coal bins, \$34,783.63.

## TRACK.

1,500 tons of steel rails were laid in 1880, which makes the entire line now laid with steel, except some three miles in southern part of Chicago. The ballasting of the road has made good progress, and shows at the end of the year 129 miles of the Eastern, and 136 miles of the Western division ballasted with either stone or cinder. Additional sidings were laid at Columbiana, Alliance, Massillon, Lawrence, Loudonville, Fort Wayne and Chicago, amounting in the aggregate to eleven and one-half miles, and costing \$151,190.16.

To this time the expenditure of the Lessee on track account has been principally to perfect the condition of the main track, and increase the number and length of sidings, as increased business required additional trains. The condition of the main track and the side track facilities of the road are now so good that its capacity to handle any considerable increase of tonnage must be through a second track. Requisitions were approved last year for quite an amount of second track, but nothing was done except to complete the section between Beloit and Alliance, commenced the year before, a distance of five miles, and some additional track between Rochester and Pittsburgh. It cannot well be delayed much longer, and we may expect that something will be done in that direction this year.

I noted in last report that additional land had been purchased in the southern limit of Chicago, for a new freight yard. This has been improved by the erec-



tion of the engine house noted above, and putting down the necessary side tracks. This improvement is a valuable one, giving more standing room for cars, which was much needed in Chicago, and obviating the delay in making up trains on the overcrowded tracks in the city—detentions which, at times cars were in demand, materially reduced their effective service. Two miles of additional siding were also laid in the new freight yards at Fort Wayne, materially assisting the passing of trains at that point.

Five iron bridges and eight stone culverts were substituted in place of wooden ones. The additions to property on track account are:

Bridges and Culverts.....	\$ 49,525 03
Second Track.....	46,304 63
Third and Fourth Tracks.....	44,755 23
Side Tracks.....	151,190 16
Steel Rails.....	10,795 37
Total.....	<u><u>\$302,570 42</u></u>

#### STATION BUILDINGS.

The station buildings generally have been kept in fair repair. The additions for the year were a passenger depot at Rochester, 30 x 72, built of brick, with stone trimmings and slate roof, costing \$6,396.70. This improvement was much needed, as there is a large passenger travel from this point, and to this time the accommodations have been of the poorest character; a train despatcher's office at Alliance, of brick, stone foundation and slate roof, costing \$4,556.47; enlarging the passenger rooms of the station at Fort Wayne at a cost of \$3,785.05, and a new passenger

station at Chicago. I stated in last report that the necessary additional land for the new depot had been purchased, and that the improvement, which contemplated a readjustment of tracks in addition to the necessary buildings, would be commenced in 1880. The improvement is completed and in use at date of this report. The main passenger building is 200 feet in length by 58 feet wide, with detached baggage buildings at each end, each 150 feet long and 25 feet wide, all three stories in height, built of Philadelphia pressed brick, with stone trimmings, iron floor beams and slate roof. They are very substantial buildings, and handsomely finished throughout with all modern conveniences for the comfort of passengers and for the rapid and economical handling of baggage. The passenger tracks are steel, laid on stone ballast, thoroughly underdrained, and are covered by a very handsome and substantial iron shed. The amount expended on this improvement to December 31st, 1880, is \$693,487.51. This amount embraces what has been expended on the buildings, new tracks, and changes of old, in both freight and passenger yards; new third and fourth tracks, from the depot to 12th street, of steel, and laid on stone ballast; changes of Van Buren, Adams and Madison street viaducts; new drive way and approach from Van Buren street to Madison street freight depot, and the additional real estate necessary to carry out the whole plan.

The expenditure will be a large one, but is entirely warranted in view of the favorable Western connections it gives your road, the depot being

jointly used with the Chicago and Alton, Chicago, Burlington and Quincy, and the Chicago, Milwaukee and St. Paul roads; all important roads and valuable feeders to your line, and giving your road such passenger accommodations in Chicago as its prominence as a leading trunk line entitles it to.

REAL ESTATE.

Of the amount expended on this item, \$29,018.49 is on account of the new freight yard in southern part of Chicago, and \$220,539.43 for the new passenger depot in Chicago. This latter amount includes the land purchased for additional right of way for the third and fourth tracks from the new passenger depot to the bridge over the South branch of the Chicago river, and additional land for freight purposes, adjoining the Madison street freight yard.

The annexed summary shows the additions to property last year, and total amount since date of lease.

All of which is respectfully submitted.

J. C. SPENCER,

*Consulting Engineer P., Ft. W. & C. Ry. Co.*

APRIL 7th, 1881.

**SUMMARY OF EXPENDITURES for "Improvements and Additions" on Pittsburgh, Fort Wayne and Chicago  
Railway, during 1880, and Grand Total since July 1st, 1869.**

No.	Distribution of Accounts.	For Year 1880.	To Dec. 31, 1879.	Grand Total.	Payments on Account in Stock.
1	Locomotive Engines.....	\$.....	\$ 711,457 00	\$ 711,457 00	Feb'y 17, 1872, 10,000 shares, of \$100.00 each, \$1,000,000 00
2	Pass. Coaches & Bag. Cars..	.....	214,440 05	214,440 05	March 11, " 4,000 " " 400,000 00
3	Box Cars.....	.....	1,170,209 02	1,170,209 02	June 30, " 5,000 " " 500,000 00
4	Stock Cars.....	.....	423,720 00	423,720 00	Sept. 30, " 6,000 " " 600,000 00
5	Gondola Cars.....	.....	396,830 88	396,830 88	June 16, 1873, 7,280 " " 728,000 00
6	Caboose Cars.....	.....	17,161 14	17,161 14	Dec. 31, " 8,720 " " 872,000 00
7	Machinery for Shops.....	.....	73,659 45	73,659 45	April 29, 1876, 8,000 " " 800,000 00
8	Machine Shops.....	.....	150,359 08	150,359 08	" " 1,500 " " 150,000 00
9	Engine Houses.....	34,072 66	117,425 14	151,497 80	Aug. 16, " 230 " " 23,000 00
10	Water Stations.....	709 96	47,790 31	48,500 27	June 4, 1877, 4,313 " " 431,300 00
11	Station Houses.....	314,529 62	160,422 14	474,951 76	" 17, 1878, 1,650 " " 165,000 00
12	Bridges and Culverts.....	49,525 03	395,156 35	444,681 38	Jan'y 13, 1879, 6,600 " " 660,000 00
13	Second Track.....	46,304 62	706,186 61	752,491 23	March 26, 1880, 1,322 " " 132,200 00
14	Third and Fourth Tracks.....	44,755 23	25,269 08	70,024 31	May, " 3,094 " " 309,400 00
15	Side Tracks and Sidings.....	151,190 16	404,130 40	555,320 56	
16	Steel Rail.....	10,735 37	977,639 70	988,435 07	
17	Fencing.....	.....	17,475 21	17,475 21	
18	(Stone Wall in Allegheny Parks.)	.....	1,710 97	1,710 97	
19	Street and Road Crossings..	.....	141,087 02	158,443 87	
20	Salaries & Exp's of Engr's.	17,356 85	602,539 14	861,333 11	
21	Real Estate & R't of Way..	258,793 97	16,329 73	16,329 73	
21	Legal Expenses.....	.....	.....	.....	
	Quo. Warrant Case in Circuit Court	.....	.....	.....	
	of U. S. for Northern District of Ohio.	\$928,033 47	\$6,770,998 42	\$7,699,031 89	\$6,770,900 00

Samuel J. Tilden and Charles Lanier, Trustees, in account with  
the Pittsburgh, Fort Wayne and Chicago Railway Sinking Fund,  
First Mortgage Bonds.

## DR.

1879.

Dec. 31, To Balance, as per account rendered.....\$119,263 14

1880.

Jan. 1,	Coupons.....	\$3,027 50	
Feb. 1,	" .....	7,840 00	
March 1,	" .....	6,300 00	
April 1,	" .....	7,997 50	
May 1,	" .....	8,190 00	
June 1,	" .....	6,580 00	
			39,935 00
Jan. 28,	Installment.....	\$4,375 00	
Feb. 28,	" .....	4,375 00	
March 29,	" .....	4,375 00	
April 28,	" .....	4,375 00	
May 26,	" .....	4,375 00	
June 28,	" .....	4,375 00	
			26,250 00
" 30,	Interest from W., L. & Co. on daily Balance...		1,757 62

## CR.

1880.

Jan. 16,	By \$15,000 Bonds, bot. @ 125 & Int.	\$ 19,070 83
Mar. 19,	9,000 " " 128½ " & Com.	11,611 25
Apr. 28,	5,000 " " 130 " "	6,474 17
May 1,	1,000 " " 130 " "	1,312 92

\$30,000

One-half expense of printing ownership

on Bonds.....	15 15
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One-half cost of Safe.....	400 00
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June 30, Salary of Trustees.....	1,000 00
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Balance.....	147,321 44
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\$187,205 76	\$187,205 76
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June 30, To Balance.....	\$147,321 44
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CHARLES LANIER,

[E. &amp; O. E.] NEW YORK, June 30, 1880.

Trustee.

Samuel J. Tilden and Charles Lanier, Trustees, in account with  
the Pittsburgh, Fort Wayne and Chicago Railway Sinking Fund,  
Second Mortgage Bonds.

## DR.

1879.

Dec. 31, To Balance, as per account rendered.....\$165,751 98

1880.

Jan. 1,	Coupons .....	\$4,060 00	
Feb. 1,	" .....	7,490 00	
March 1,	" .....	9,310 00	
April 1,	" .....	8,540 00	
May 1,	" .....	8,225 00	
June 1,	" .....	5,075 00	
			42,700 00 ✓
Jan. 28,	Installment .....	\$4,300 00	
Feb. 28,	" .....	4,300 00	
March 29,	" .....	4,300 00	
April 28,	" .....	4,300 00	
May 26,	" .....	4,300 00	
June 28,	" .....	4,300 00	
			25,800 00 ✓
" 30,	Interest from W., L. & Co. on daily Balance...		2,590 40

## CR.

1880.

Feb. 5,	By \$3,000 Bonds, bot. @ 123¼	Int. & Com. \$ 3,753 75
" 6,	4,000 " " 123	" 4,901 68
Mar. 15,	8,000 " " 126	" 10,177 50
" 31,	2,000 " " 126	" 2,534 16
April 21,	2,000 " " 126	" 2,493 34
" 26,	1,000 " " 126	" 1,243 75
" 28,	1,000 " " 126	" 1,249 58
June 4,	7,000 " " 126½	" 8,782 08
" 5,	1,000 " " 126½	" 1,248 75
" 10,	5,000 " " 126½	" 6,255 42

\$34,000

One-half cost of printing ownership on

Bonds..... 15 15

One-half cost of Safe..... 400 00

June 30, Salary of Trustees..... 1,000 00

Balance..... 192,787 22

\$236,842 38 \$236,842 38

June 30, To Balance..... \$192,787 22

CHARLES LANIER,

[E. &amp; O. E.] NEW YORK, June 30, 1880.

Trustee.

Samuel J. Tilden and Charles Lanier, Trustees, in account with  
the Pittsburgh, Fort Wayne and Chicago Railway First Mortgage Bond Sinking Fund.

## DR.

1880.

June 30,	To Balance, as per account rendered.....	\$147,321 44
July 1,	Coupons from Bonds.....	3,115 00
Aug. 1,	" ".....	8,032 50
Sept. 1,	" ".....	6,370 00
Oct. 1,	" ".....	8,015 00
Nov. 1,	" ".....	8,260 00
Dec. 1,	" ".....	6,702 50
July 27,	Installment.....	4,375 00
Aug. 30,	".....	4,375 00
Sept. 27,	".....	4,375 00
Oct. 27,	".....	4,375 00
Nov. 29,	".....	4,375 00
Dec. 29,	".....	4,375 00
" 31,	Interest from W., L. & Co. on daily Balance....	2,494 92

## CR.

1880.

July 2,	By Record Book.....	\$ 14 00
" 25,	\$ 500 Bonds, bought @ 134 Int. & Com. 684 58	
Sept. 20,	5,000 " " 137½ " 6,822 92	
" 22,	1,500 " " 137½ " 2,055 63	
" 24,	4,000 " " 136¾ " 5,489 59	
Oct. 4,	2,000 " " 137 " 2,717 92	
" 13,	1,000 " " 137 " 1,382 92	
Nov. 9,	500 " " 139 " 683 96	
" 16,	1,500 " " 140 " 2,072 71	
" 22,	2,000 " " 140 " 6,942 08	
	3,000 " " 140 " 2,767 50	
" 26,	2,000 " " 140 " 2,790 83	
" 30,	2,000 " " 140 " 1,395 42	
Dec. 10,	1,000 " " 140 " 8,349 18	
" 14,	6,000 " " 140 " 2,755 84	
" 15,	2,000 " " 140½ " 5,555 00	
" 29,	4,000 " " 140 " 9,718 35	
" 31,	7,000 " " 140 " \$45,000	
" 31,	Salary of Trustees.....	1,000 00
	Balance.....	153,362 93
		\$216,561 36 \$216,561 36
Dec. 31,	To Balance in hands of Trustees.....	\$153,362 93

CHARLES LANIER,

[E. &amp; O. E.] NEW YORK, Dec. 31, 1880.

Trustee.

Samuel J. Tilden and Charles Lanier, Trustees, in account with  
the Pittsburgh, Fort Wayne and Chicago Railway Second Mortgage Bond Sinking Fund.

## DR.

1880.

June 30,	To Balance, as per account rendered.....	\$192,787 22
July 1,	Coupons from Bonds.....	4,165 00
Aug. 1,	" ".....	7,665 00
Sept. 1,	" ".....	9,625 00
Oct. 1,	" ".....	8,680 00
Nov. 1,	" ".....	8,260 00
Dec. 1,	" ".....	5,145 00
July 27,	Installment.....	4,300 00
Aug. 30,	".....	4,300 00
Sept. 27,	".....	4,300 00
Oct. 27,	".....	4,300 00
Nov. 29,	".....	4,300 00
Dec. 29,	".....	4,300 00
" 31,	Interest from W., L. & Co. on daily Balance....	3,384 67

## CR.

1880.

July 2,	By Record Book.....	\$ 14 00
Sept. 20,	\$1,000 Bonds, bought @ 127 Int. & Com. 1,259 58	
Oct. 29,	1,000 " " 128 " 1,263 75	
" 30,	1,000 " " 130 " 1,289 58	
Nov. 10,	3,000 " " 130 $\frac{1}{4}$ " 3,893 75	
" 12,	1,000 " " 130 " 1,283 75	
" 13,	6,000 " " 130 $\frac{1}{2}$ " 7,767 50	
Dec. 3,	1,000 " " 130 " 1,289 58	

\$14,000

" 31,	Salary of Trustees.....	1,000 00
	Balance.....	246,450 40

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\$265,511 89 \$265,511 89

Dec. 31,	To Balance in hands of Trustees.....	\$246,450 40
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CHARLES LANIER,

[E. &amp; O. E.] NEW YORK, Dec. 31, 1880.

Trustee.



Memo. First Mortgage Bonds Issued.....	\$5,250,000 00
Bought at January 1, 1880.....	\$1,121,000 00
“ during six months ending June 30, 1880,	30,000 00
“ “ “ “ Dec. 31, 1880,	45,000 00
	<hr/>
Total bought at December 31, 1880.....	1,196,000 00
	<hr/>
Outstanding December 31, 1880.....	\$4,054,000 00
	<hr/> <hr/>

Memo. Second Mortgage Bonds Issued.....	\$5,160,000 00
Bought at January 1, 1880.....	\$1,210,000 00
“ during six months ending June 30, 1880,	34,000 00
“ “ “ “ Dec. 31, 1880,	14,000 00
	<hr/>
Total bought at December 31, 1880.....	1,258,000 00
	<hr/>
Outstanding December 31, 1880.....	\$3,902,000 00
	<hr/> <hr/>

142670

NINETEENTH  
ANNUAL REPORT  
OF  
THE BOARD OF DIRECTORS  
OF THE  
PITTSBURGH, FT. WAYNE & CHICAGO  
RAILWAY COMPANY,  
TO THE  
Stock and Bondholders,  
FOR  
THE YEAR ENDING DECEMBER 31, 1881.

---

PITTSBURGH:  
JOS. EICHBAUM & CO. PRINTERS, 48 FIFTH AVENUE.

1882.

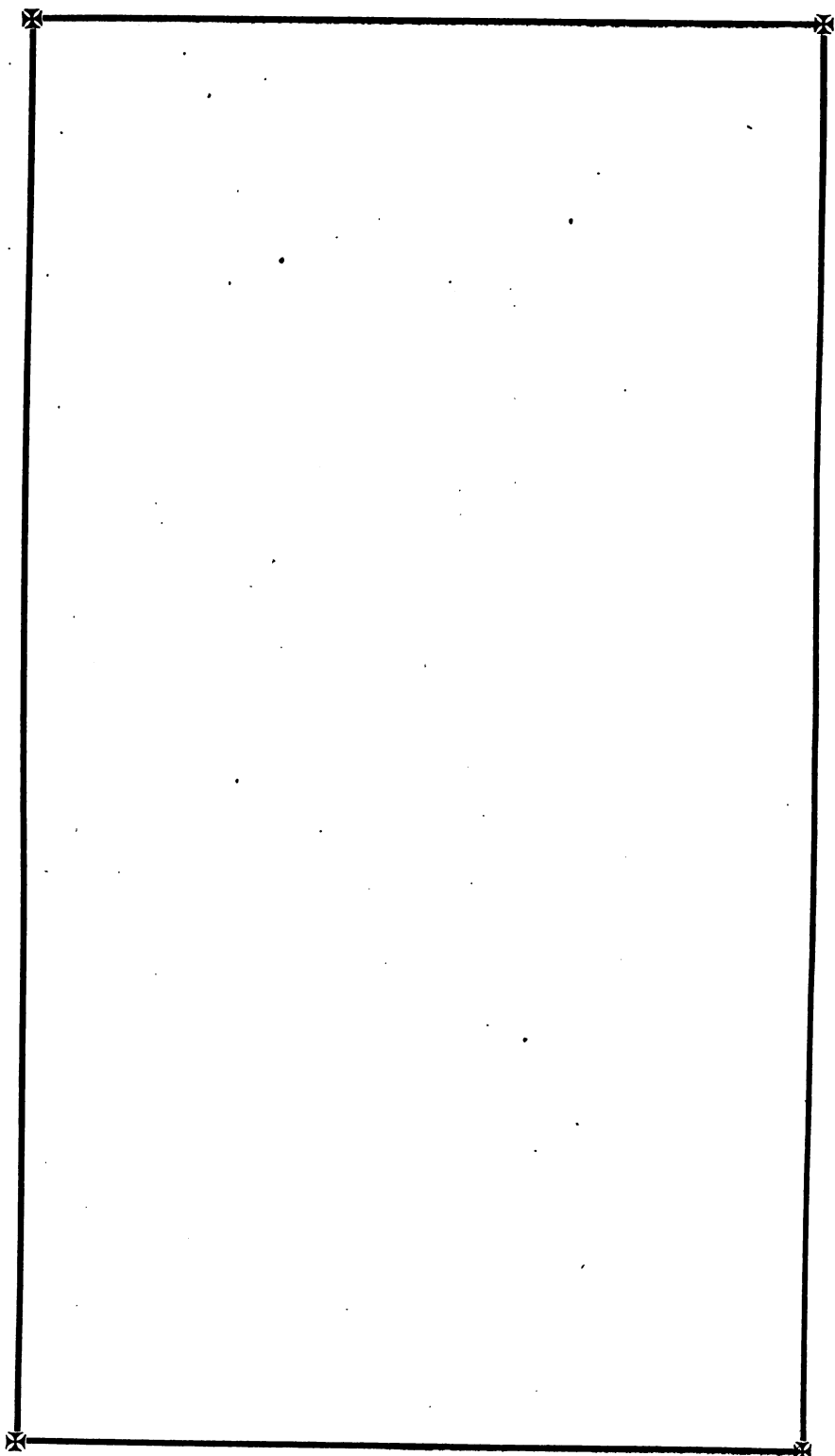


NINETEENTH  
ANNUAL REPORT  
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TO THE  
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FOR  
THE YEAR ENDING DECEMBER 31, 1881.

---

PITTSBURGH:  
JOS. EICHBAUM & CO. PRINTERS, 48 FIFTH AVENUE.

1882.



# Classification of Board of Directors.

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## FIRST CLASS.

*Whose Term of Service Expires at the Annual Election, 1883.*

JOHN SHERMAN,  
L. B. HARRISON,  
GEO. B. ROBERTS.

## SECOND CLASS.

*Whose Term of Service Expires at the Annual Election, 1884.*

GEORGE W. CASS,  
S. J. TILDEN,  
J. N. McCULLOUGH,  
CHAS. LANIER.

## THIRD CLASS.

*Whose Term of Service Expires at the Annual Election, 1885.*

L. H. MEYER,  
CHAS. E. SPEER,  
JESSE L. WILLIAMS.

## FOURTH CLASS.

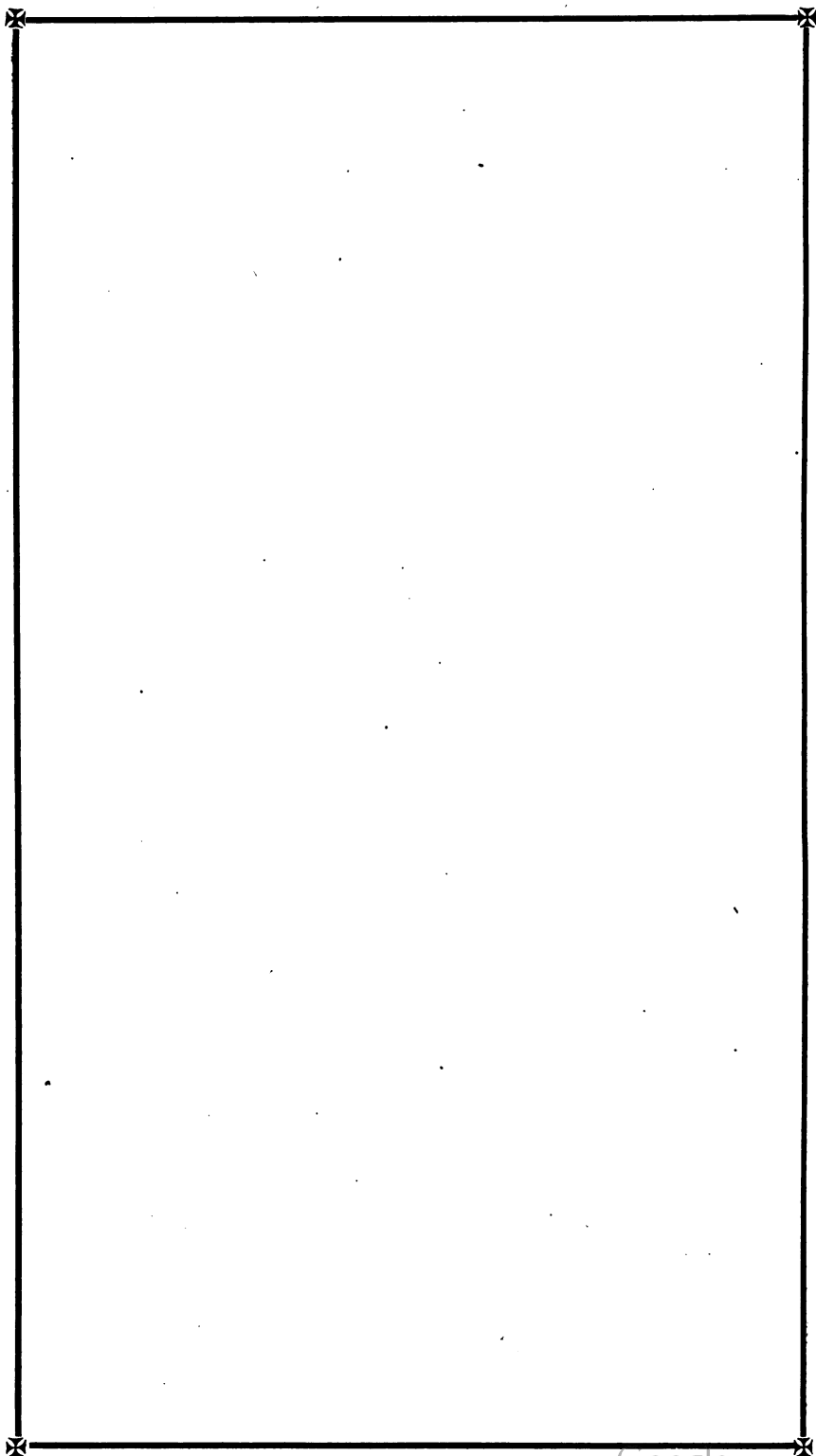
*Whose Term of Service Expires at the Annual Election, 1886.*

PLINY HOAGLAND,  
JNO. N. HUTCHINSON,  
AMASA STONE.

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## OFFICERS.

LOUIS H. MEYER,	- - - - -	President.
F. M. HUTCHINSON,	- - - - -	Sec'y & Treas.



ANNUAL MEETING  
OF THE  
STOCK ~~AND~~ BONDHOLDERS  
OF THE  
PITTSBURGH, FORT WAYNE AND CHICAGO  
RAILWAY COMPANY.

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Pursuant to the following notice, the Stock and Bondholders met at the Office of the Company, in the City of Pittsburgh, on Wednesday, the seventeenth day of May, A. D. 1882, at 12 o'clock, M.:

PITTSBURGH, FORT WAYNE AND CHICAGO RAILWAY CO.  
OFFICE OF THE SECRETARY AND TREASURER,  
PITTSBURGH, PA., April 27, 1882. }

NOTICE.—The annual meeting of the Stock and Bondholders of the Pittsburgh, Fort Wayne and Chicago Railway Company will be held at the General Office of the Company, Bissell Block, corner Seventh avenue and Smithfield street, Rooms Nos. 1 and 2 (second floor), City of Pittsburgh, at 12 o'clock, M., on Wednesday, the seventeenth (17th) day of May, 1882, for the purpose of electing three Directors in the place of a like number whose terms of service expire on that day.

F. M. HUTCHINSON, *Secretary*.

The meeting was organized by appointing Jno. B. JACKSON, Esq., Chairman, and F. M. HUTCHINSON, Secretary.

When:

LOUIS H. MEYER, Esq., President, presented the Nineteenth (19th) Annual Report of the Board of Directors, which was read by the Secretary.



On motion of C. W. CASS, Esq., the following resolutions were adopted:

*Resolved*, That the Report of the Board of Directors, for the past year, be approved: and that the Board be requested to have the same published in the usual form, without delay, and distributed among the Stock and Bondholders.

*Resolved*, That the polls for the Election of Directors be opened at the General Office of the Company, at 12½ o'clock, P. M., and be kept open until the close of these proceedings, and that the voting shall be by ballot.

*Resolved*, That the Inspectors, so soon as the votes are counted, shall make a written return thereof, and file the same with the Secretary of the Company.

*Resolved*, That the Secretary of the Company shall, as soon as he receives the return of the election, notify in writing the persons who have been elected Directors.

The President appointed Messrs. LIGGETT and HALEY inspectors of the election.

No further business before the meeting.

On motion, adjourned.

F. M. HUTCHINSON,  
*Secretary.*

ANNUAL REPORT

OF THE

PITTSBURGH, FORT WAYNE AND CHICAGO

RAILWAY COMPANY.

---

*To the Stock and Bondholders of the Pittsburgh,  
Fort Wayne & Chicago Railway Co.:*

The Board of Directors submit for your information the following usual statement of the affairs of your Company, and of the condition of its property for the year 1881, as furnished by the Lessee under the Fifteenth Article of the Lease, showing the Earnings of the Pittsburgh, Fort Wayne & Chicago Railway, and the Expenditures for account of the repairs, renewals, replacements, improvement and equipment thereof during the year ending December 31, 1881, viz.:

## LESSEE'S

Statement in Detail of Operating Expenses for the Year ending  
December 31st, 1881.

## CONDUCTING TRANSPORTATION.

Advertising.....	\$ 14,571 44
Agencies—Ticket and Freight.....	105,024 67
“ —Foreign.....	176,219 78
Baggage Masters.....	48,757 33
Brakesmen.....	358,429 78
Cars—Cleaning and Inspecting.....	67,319 20
“ —Fuel and Light.....	21,906 00
“ —Hire of.....	165,460 17
“ —Incidental Supplies of.....	19,454 96
“ —Oil, Tallow and Waste.....	29,460 64
Clerks.....	219,646 33
Conductors.....	276,485 73
Damage to Property, including Stock Killed.....	6,686 14
Despatchers.....	43,688 35
Drayage.....	3,583 39
Flagmen at Crossings.....	31,122 79
Incidentals.....	5,457 38
Injury to Individuals.....	31,262 15
Insurance.....	746 17
Litigation—Cost of.....	2,903 07
Loss and Damage to Baggage.....	167 94
“ “ Goods.....	18,275 49
Mail Expenses.....	1,444 77
Printing and Stationery.....	36,579 67
Stations—Fuel and Light.....	21,230 48
“ —Furniture, &c.....	5,240 40
“ —Labor at.....	295,349 09
“ —Petty Expenses of.....	3,899 00
“ —Repairs of, and Rent.....	62,659 88
“ —Warehouse Charges.....	8,730 21
Switch Tenders at and about Stations and Yards.....	24,543 12
Switching and Track Service.....	3,009 38
Superintendence.....	14,205 68
Telegraph—Salaries of Operators.....	91,137 43
“ —Repairs and Incidental Expenses of.....	11,560 69
Wrecks—Clearing.....	8,233 89
Total Conducting Transportation.....	<u>\$2,234,452 59</u>

## MOTIVE POWER.

Enginemen and Firemen—Passenger .....	\$ 99,230 63
“ “ —Freight.....	474,997 74
Engine Houses and Machine Shops—Fuel for Stoves.....	8,100 23
“ “ M. S. and T. T.—Repairs of.....	18,119 16
Fuel Stations—Incidental Expenses of.....	1,473 57
“ “ —Fixtures and Repairs of.....	6,807 98
Incidentals.....	15,710 08
Laborers and Wipers.....	98,911 03
Litigation—Cost of.....	27 20
Locomotives—Passenger, Coal for.....	81,482 78
“ —Freight, “.....	375,069 20
“ —Passenger—Oil, Tallow, Waste, &c.....	9,865 43
“ —Freight, “ “ “.....	39,109 05
“ —Passenger, Repairs of.....	56,147 82
“ —Freight, “.....	314,662 25
“ —Passenger, Wood for.....	9,987 62
“ —Freight, “.....	26,767 33
“ —Furniture and Fixtures of.....	7,120 41
Printing and Stationery.....	909 06
Superintendence.....	4,029 09
Tools and Machinery—Repairs of.....	23,716 52
Watchmen.....	9,272 10
Water Supply.....	27,629 88
Water Stations—Fixtures and Repairs.....	18,664 54
“ —Expenses of.....	773 66
Total Motive Power.....	<u>\$1,728,584 71</u>

## MAINTENANCE OF WAY.

Ballast.....	\$147,902 93
Bridges—Repairs of.....	52,294 57
Cattle Guards and Road Crossings.....	5,673 08
Chairs.....	385 10
Clerks.....	3,258 32
Cross Ties.....	135,034 75
Culverts.....	17,982 79
Ditching.....	11,967 16
Fences—Repairs of.....	27,069 73
Frogs.....	19,616 73
Foreman and Watch Houses.....	1,310 78
Hand Cars, Trucks, &c.....	6,441 81
Incidentals.....	2,821 73
Litigation—Cost of.....	755 19
Oil, Fluid and Tallow.....	3,087 19
Printing and Stationery.....	98 52
Road Bed and Track Labor.....	293,903 22
Rails—Iron.....	223 76
“ —Steel.....	115,402 28
Spikes.....	9,368 65
Splices and Bolts.....	17,224 56
Switches and Switch Posts.....	32,180 44
Snow and Ice Removing.....	18,057 77
Superintendence and Supervisors.....	14,235 90
Tools and Repairs of.....	18,181 99
Watchmen.....	27,828 63
Total Maintenance of Way.....	<u>\$982,307 58</u>

## MAINTENANCE OF CARS.

Cars—Passenger and Baggage—Repairs of.....	\$147,859 58
“ —Freight, “.....	425,780 99
“ —Ballast and Wood “.....	423 05
“ —Furniture and Fixtures of.....	965 30
“ —Shops and Sheds for.....	3,292 77
Car Shops—Fuel and Light for.....	1,915 38
Incidentals.....	10,915 60
Superintendence.....	2,573 96
Tools and Repairs of.....	17,264 43
Total Maintenance of Cars.....	<u>\$610,991 06</u>

## GENERAL EXPENSES.

General Offices—Attendants .....	\$ 2,325 06
“ —Clerks in .....	34,204 19
“ —Light and Fuel for .....	857 11
“ —Rent of .....	351 00
“ —Furniture, &c. for .....	346 21
“ —Repairs of .....	1,750 48
“ —Printing and Stationery .....	3,249 44
“ —Petty Expenses of .....	341 70
General Officers—Salaries and Expenses of .....	10,175 35
Incidentals .....	3,600 42
Legal Department—Salaries and Fees .....	13,780 22
Rent of Property .....	1,700 00
Taxes—State, City and County .....	229,452 95
“ —United States .....	14 26
Total General Expenses .....	<u>\$302,148 39</u>

## RECAPITULATION OF EXPENSES.

Conducting Transportation .....	\$2,234,452 59
Motive Power .....	1,728,584 71
Maintenance of Way .....	982,307 58
Maintenance of Cars .....	610,991 06
General Expenses .....	302,148 39
Total Expenses .....	<u>\$5,858,484 33</u>

## EARNINGS.

Earnings from Freight .....	\$ 7,785,729 88
“ “ Passenger .....	2,472,247 85
“ “ Express .....	162,836 56
“ “ Transportation of Mail .....	152,161 89
“ “ Rent of Railway .....	141,329 45
“ “ Miscellaneous .....	27,184 65
Total Earnings .....	<u>\$10,741,490 28</u>

## EXPENDITURES—FOR REPAIRS, RENEWALS AND REPLACEMENTS.

Repairs of Passenger and Freight Stations.....	\$ 62,659 88
“ Engine Houses, Machine Shops and Turn Tables.....	18,119 16
“ Locomotives.....	377,930 48
“ Cars—Passenger, Freight, Tools, &c.....	592,293 35
“ Tools and Machinery.....	23,716 52
“ Water Stations and Fixtures.....	19,438 20
“ Bridges.....	70,277 36
“ Fence and Road Crossings.....	32,742 81
“ Foremen and Watch Houses.....	1,310 78
“ Hand Cars, Trucks, &c.....	6,441 81
“ Track Labor, &c.....	653,587 16
“ General Office.....	1,750 48
Ballast.....	147,902 93
Superintendence.....	45,322 85
Incidentals.....	24,721 88
	<u>\$2,078,215 65</u>

## IMPROVEMENTS AND EQUIPMENT.

Ballast.....	\$ 27,720 65
Bridge Masonry.....	33,413 77
Bridge Superstructure.....	33,083 06
Cars—Freight.....	603,852 13
Chairs.....	14 60
Cross Ties.....	27,082 80
Engine Houses.....	35,226 56
Engineers—Salaries and Expenses of.....	16,183 06
Frogs.....	3,825 03
Grading.....	101,791 86
Incidentals.....	269 92
Locomotives.....	28,900 15
Machine Shops.....	15,130 22
Printing and Stationery.....	38 00
Rails—Iron.....	4,017 05
“ —Steel.....	115,024 35
Real Estate.....	176,722 14
Right of Way.....	24,262 67
Spikes.....	4,683 58
Splices and Bolts.....	7,979 04
Stations—Passenger.....	154,643 44
“ —Freight.....	50,951 02
“ —Fuel.....	2,094 12
Street and Road Crossings.....	635 87
Switch Stands and Fixtures.....	3,090 07
Track—Labor Laying.....	12,847 63
	<u>\$1,488,482 79</u>

**Statement of the Earnings, Expenses, Net Earnings, &c. of the  
Pittsburgh, Fort Wayne and Chicago Railway, for the  
Year ending December 31st, 1881.**

Earnings from Freight.....	\$ 7,785,729 88
“ “ Passenger.....	2,472,247 85
“ “ Express.....	162,836 56
“ “ Transportation of Mail.....	152,161 89
“ “ Rent of Railway.....	141,329 45
“ “ Miscellaneous .....	27,184 65
Total Earnings.....	\$10,741,490 28
Less Expenses.....	5,858,484 33
Net Earnings.....	\$4,883,005 95
Add net gain in operating New Castle and Beaver Valley R. R.	82,176 28
“ “ “ Lawrence R. R.....	7,924 74
	\$4,973,106 97
From which deduct amount paid Cleveland and Pittsburgh Railroad, division of joint earnings.....	279,579 66
	\$4,693,527 31

AUDITOR'S OFFICE,  
February 16th, 1882.

J. P. FARLEY,  
Auditor.

The foregoing statement of Lessee shows:

Gross Earnings for 1881.....	\$10,741,490 28
Against same for 1880.....	10,096,819 99
Increase for 1881 over 1880.....	\$ 644,670 29
Expenses of Operating and Maintaining for 1881.....	\$ 5,858,484 33
Against same for 1880.....	5,318,559 25
Increase for 1881 over 1880.....	\$ 539,925 08



### Summary of financial result of the business of 1881 to the Lessee:

Gross Earnings.....	\$10,741,490 28
Operating and Maintaining.....	5,858,484 33
Net.....	\$4,883,005 95
As against the same for 1880.....	4,778,260 74
Increase, net, 1881 over 1880.....	<u>\$ 104,745 21</u>

Taking the above net for 1881 .....	\$4,883,005 95
Adding gain on operation of New Castle and Beaver Valley Railroad.....	82,176 28
And of Lawrence Railroad.....	7,924 74
Gives a Total Net of.....	<u>\$4,973,106 97</u>
Less amount allowed Cleveland and Pittsburgh Railroad, division of joint earnings.....	279,579 66
Total, net, 1881.....	<u>\$4,693,527 31</u>
Total, net, for 1880.....	4,510,516 55
Increase, net, 1881.....	<u>\$ 183,010 76</u>

Out of the net Total of 1881.....	\$4,693,527 31
Lessee has paid:	
For dividends on original Pittsburgh, Fort Wayne and Chicago Railway Stock.....	\$1,380,000 00
Interest on First and Second Mortgage Bonds..	728,700 00
"    Third Mortgage Bonds.....	140,000 00
"    Equipment Bonds.....	80,000 00
"    \$100,000 Construction Mortg. Bonds..	7,000 00
"    \$7,471,900 Guar'teed Special Stock..	523,033 00
Amount paid for maintaining organization.....	10,000 00
"    New York Transfer Agency.....	7,000 00
"    New York Registrar.....	2,000 00
Leaving for 1881, a net of.....	<u>\$1,815,794 31</u>
For Lessee, out of which is paid Sinking Fund.....	104,100 00
Showing an absolute immediate cash profit to Lessee for 1881, of.....	<u>\$1,711,694 31</u>

There remains due in Guaranteed Special Stock to Lessee, for betterments in 1881, the sum of \$701,100.00.

The Lessee has punctually made all the payments for 1881, as required by the Lease.

The account rendered by the Trustees of the Sinking Fund is also appended; it shows total amount of Bonds purchased for and now in the Sinking Fund, as follows:

First Mortgage Bonds.....	\$1,236,000 00
Second " " .....	1,484,500 00
	<u>\$2,720,500 00</u>
Add cash on hand.....	328,344 59
Total Sinking Fund, Dec. 31, 1881, Cash and in Bonds...	<u><u>\$3,048,844 59</u></u>

The Trustees report only purchases for Sinking Fund in 1881:

First Mortgage Bonds.....	\$ 40,000 00
Second " " .....	226,500 00
Total purchases in 1881.....	<u><u>\$ 266,500 00</u></u>

The cash in their hands has decreased from \$399,813.33 December 31st, 1880, to \$328,344.59 December 31st, 1881, being in 1881 a decrease of \$71,468.74, cash in Sinking Fund unused. The \$266,500.00 First and Second Mortgage Bonds purchased in 1881 cost \$365,146.23, showing \$98,646.23 paid for premiums, interest and commission on same, and making the total of \$2,720,500.00 Bonds now held by the Sinking Fund cost \$3,081,218.16, or a premium of about \$360,700.00, equal to 11½ per cent. nearly.

The Annual Report of the Consulting Engineer is as usual herewith furnished, and from it will be seen that additional facilities are needed in and about Pittsburgh, and that the new station buildings at Chicago give satisfaction.

For reasons deemed adequate, but which it seems needless at this time to give in full, your Board after voting an amount of stock of which \$701,100.00 are not yet called for, have stopped the issue of the Special Stock heretofore issued in payment of improvements and additions under the XVI Article of the Lease, and have opened negotiations with Lessee to provide for some other form of security to cover the cost of improvements and additions under said article. <sup>†</sup>

The accounts of the Treasurer, showing receipts and disbursements of the fund for maintaining the organization of the Company, as also a general account showing all the issues of the Company, are herewith, as usual, submitted.

Claims pending against this Company and partly in litigation, have been nearly all settled.

Respectfully submitted,

L. H. MEYER,

*President.*

## PITTSBURGH, FORT WAYNE AND CHICAGO RAILWAY CO.

Dr. F. M. Hutchinson, Treasurer, in Account with Fund for Maintaining Organization. Cr.

1881.

Jan. 1, To Balance, as per last report. .... \$ 1,769 40

Dec. 31, " Amount received from Lessee. .... 10,000 00

1881.

Dec. 31, By payments as follows:

Amount paid President's Salary and Expenses. \$ 2,609 66

Amount paid Secretary and Treasurer's Salary  
and Expenses. .... 3,376 42

Amount paid Clerk, year ending. .... 1,400 00

Amount paid Printing Annual Report, Sta-  
tionery, Advertising Annual Meeting, &c. .... 1,578 79

Amount paid Directors for Services and Ex-  
penses attending meetings of Board, City  
of New York. .... 1,280 00

By Balance. .... 1,524 53

\$11,769 40\$11,769 40

(E. AND O. E.) February 12th, 1882.

F. M. HUTCHINSON, Treasurer.

**Balance Sheet of the Books of the Pittsburgh, Fort Wayne and  
Chicago Railway Company, to December 31, 1881.**

**DR.**

1881.

Dec. 31, To Cost of Railway—Equipment,	
Structures, &c.....	\$18,910,000 00
Less amount assets received from Pittsburgh, Fort Wayne and Chicago Railroad Company....	453,399 95
	<u>\$18,456,600 05</u>
Additions to Railway before the	
Lease.....	5,619,621 10
Amount resulting from Capitali- zation.....	8,214,285 71
Betterments since the Lease....	<u>7,698,900 00</u>
	\$39,989,406 86
Supplies transferred to Pennsylvania Railroad Co. Lessee, July 1, 1869.....	468,724 84
Sinking Fund First Mortg. Bonds, \$1,427,310 52	
“ Second “ 1,653,907 64	
	<u>3,081,218 16</u>
Trustees of Sinking Fund—Cash to purchase Bonds.....	9328,34 45
Winslow, Lanier & Co.—Cash to pay Divi- dends and Interest.....	205,942 21
<b>CASH VALUE OF THE FOLLOWING SECURITIES ON HAND:</b>	
Notes Continental Improvement Co., with Interest from March 15, 1877.....	
	\$ 51,769 60
Stock Pittsburgh, Fort Wayne and Chicago Railway Co., 1,400 shares.....	110,347 15
Stock Massillon and Cleveland Railroad Co., 1,987 shares.....	100,350 00
Stock Lawrence Railroad Co., 460 shares.....	<u>19,750 00</u>
	200,000 00
Louis H. Meyer, President—Cash Account....	23,273 16
Cash Account.....	<u>12,376 71</u>
	<u>\$44,309,286 53</u>

(E. AND O. E.) PITTSBURGH, February 12th, 1882.

Balance Sheet of the Books of the Pittsburgh, Fort Wayne and  
Chicago Railway Company, to December 31, 1881.

## CR.

1881.

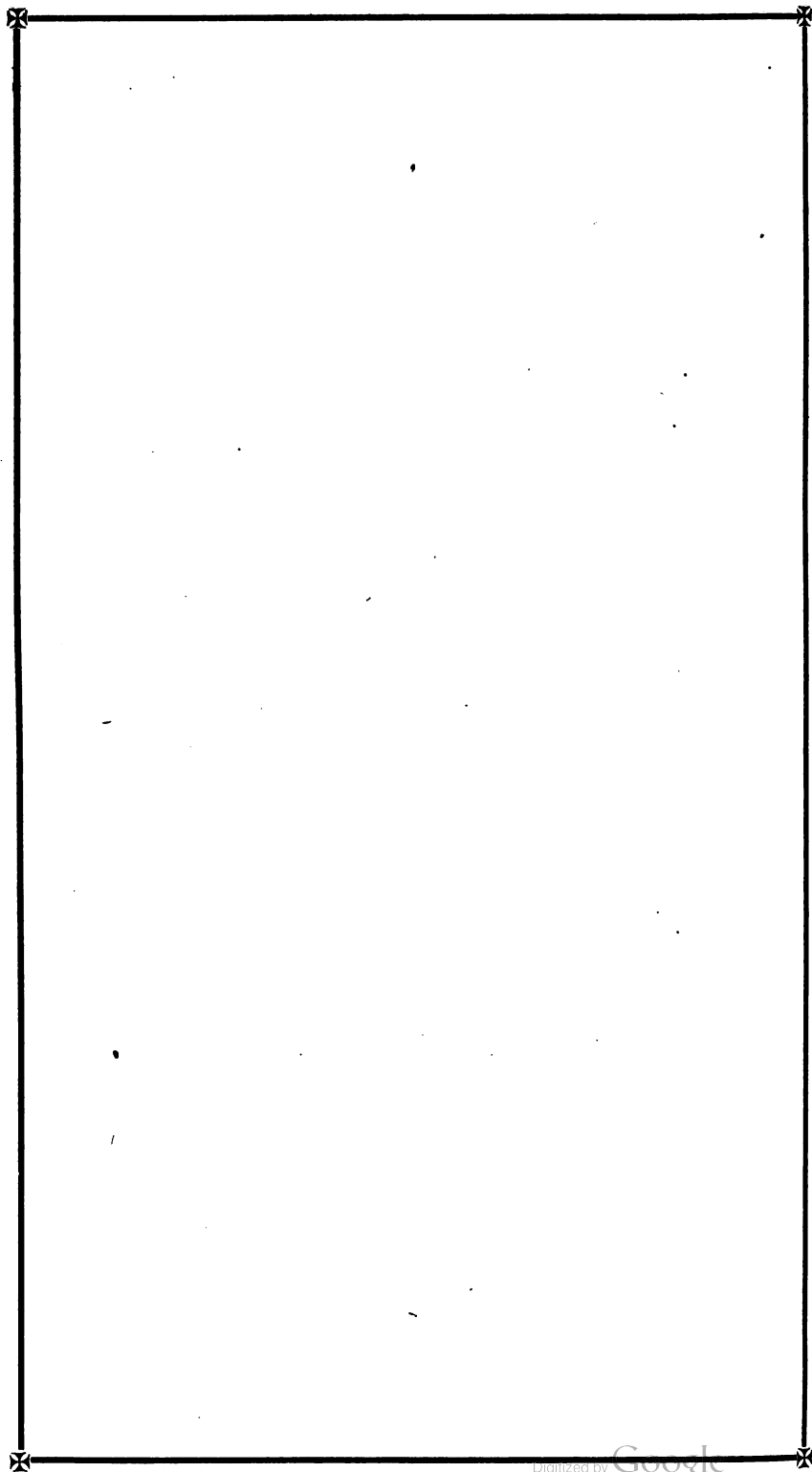
Dec. 31, By Capital Stock at date of Lease—197,142 shares, \$19,714,285 71

## FUNDED DEBT:

First Mortgage Bonds, at par,	\$5,250,000 00	
Second “ “ “	5,160,000 00	
Third “ “ “	2,000,000 00	
Equipment “ “	1,000,000 00	
Construction “ “	100,000 00	
		13,510,000 00
Guaranteed Special Stock, issued for Better- ments, 76,989 shares.....		7,698,900 00
Dividends not called for.....	\$97,723,25	
Interest—Coupons not presented... 27,636 41		
		125,359 66
Balance to Credit of Income Account.....		3,260,741 16

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\$44,309,286 53
F. M. HUTCHINSON, *Treasurer.*



REPORT  
OF THE  
CONSULTING ENGINEER  
OF THE  
PITTSBURGH, FORT WAYNE AND CHICAGO  
RAILWAY COMPANY.

---

*To the Board of Directors of the Pittsburgh, Fort  
Wayne and Chicago Railway Co.:*

GENTLEMEN: The usual examination of your property was made at the close of last year, and the following report showing the result of such examination is respectfully submitted:

ROLLING STOCK AND MACHINE SHOPS.

Under approved requisitions, 500 box, 500 stock, and ten caboose cars were added to your equipment and put on the road last year. Heretofore the replacement of light engines by heavier ones has increased the power sufficiently to handle the increased business, but last year the freight business of the road was so large that the power was entirely inadequate. In addition to building some new



engines for your Company to be covered by future requisition, the Lessee put some of its own engines on the road where the pressure was greatest; the freight offering at times, however, was beyond the capacity of the road to receive it, showing that increased equipment and facilities are necessary.

The inventory of the freight equipment as shown below, is taken from Train Despatchers' reports as usual, and shows larger number of cars not found than on previous years, partly accounted for by the freight blockades of last fall which extended to other roads, and undoubtedly detained the cars at points off the line of road.

#### RECORD OF ROLLING STOCK.

Number belonging to the Company.	Number Found or Traced.
ENGINES, 272 .....	272 in good order.
PASSENGER CARS, 153.....	114 in good order; 37 in fair order; 1 in poor order.
BAGGAGE CARS, 54 .....	45 in good order; 9 in fair order.
POSTAL CARS, 5 .....	5 in good order.
MARKET CARS, 5 .....	5 in good order.
CABOOSE CARS, 137 .....	135 in good order.
BOX CARS, 3,878.....	3,581 in fair order.
STOCK CARS, 1,749.....	1,615 in fair order.
GONDOLA AND FLATS, 2,035 .....	1,699 in fair order.

The Manager of the road certifies that on December 31st the freight car equipment was short 87 box, 124 stock, 101 gondola and 2 caboose cars.

The machine shops, machinery and engine houses have been kept generally in good order. The additions for the year are the completion of the engine house at outer depot, Chicago, with a machine shop

55 by 170 feet brick, stone foundation, and slate roof, suitable for the ordinary repairs of engines. This, in connection with the outer freight yard, is a valuable improvement.

#### TRACK.

Not as much has been done as in the previous year in ballasting with stone, as the unprecedented demand for labor last year made it both scarce and high, and this improvement could wait better than more necessary work. Additional sidings were laid at Allegheny, Jack's Run, Massillon, Lawrence, Loudonville, Mansfield, Upper Sandusky, Dunkirk, Washington, Convoy, Fort Wayne and Chicago, amounting in the aggregate to about ten and a half miles. In double track, that from Mansfield to Crestline is completed and in use, and a large portion of the grading done from Smithville to 140 Mile siding. The freight blockades on the road last year would show that either the capacity of the road with a single track had been reached, or that its terminal facilities are not ample enough for the rapid handling of trains. The admirable improvement of the outer freight yard in Chicago has helped the terminal facilities at that point, and the track facilities have been increased by the additional sidings and double track noted above. The latter will be still further helped by a road now being constructed by the Lessee, and to be in operation this summer, from Alliance to Niles, a point on the Erie and Ashtabula road, eleven miles from Youngstown (the terminal point of the Lawrence railroad under lease

to your Company), and one from Wampum, a point on the New Castle and Beaver Valley road to Brighton, a station on your line. This new route from Brighton to Alliance will be 18 miles longer than by your road, but the Lessee claims that the new line will have such advantages in grades and alignment, that for freight it will compensate for loss in distance, and will obviate the necessity for some time at least of building any more double track between Alliance and Pittsburgh, the portion of your road which has the heaviest traffic. This will demonstrate, I think, that more track room is needed at Allegheny and Pittsburgh, and also additional facilities for transfer of cars between your road and that of the Lessee in Pittsburgh. The two tracks over which all transfer business of the two roads has to pass are inadequate for the business, and this, with the limited accommodations for the local freight of Pittsburgh, has been the chief cause of the numerous freight blockades which occurred on your road the last year. Additional tracks must be laid through Pittsburgh, which will be very expensive, or some plan devised by which freight can pass around the city and relieve the present tracks to that extent. It is an important question, and one which the Lessee will soon have to solve. Four wood have been replaced with iron bridges, and fourteen wood culverts with stone. The Lessee is now replacing the steel rail on your road with heavier of same pattern and weight used on its own road, and the lighter iron bridges with stronger ones as required for the increased weight of the rolling stock.

## STATION BUILDINGS.

The station buildings generally have been kept in good order. The additions for the year are a combined freight and passenger house at Lucas, a freight house at Valparaiso, an additional freight house and new freight office in Chicago, and completion of the new passenger depot in Chicago. This latter improvement is very handsome and convenient, accommodating very satisfactorily the passenger business of the different roads occupying it.

## REAL ESTATE AND RIGHT OF WAY.

The expenditure for real estate is for additional land in Chicago in connection with the new passenger depot, the outer freight yard and the purchase of a tract of land near the south branch of the Chicago river, heretofore leased by your Company and used for freight purposes; that expended for right of way is principally for land taken for double track and new sidings.

The annexed summary shows the additions made to the property last year and total amount since the date of the lease.

Respectfully,

J. C. SPENCER,

*Consulting Engineer P., Ft. W. & C. Ry. Co.*

MAY 1st, 1882.

"A. B." Including work done under Requisitions of February, 1881, not yet approved.

# SUMMARY OF EXPENDITURES for "Improvements and Additions" on Pittsburgh, Fort Wayne and Chicago Railway during 1881, and Grand Total since July 1st, 1869.

No.	Distribution of Accounts.	For Year 1881.	To Dec. 31, 1880.	Grand Total.	Stock Issued.	Amounts.
1	Locomotive Engines.....	\$ .....	\$ 711,457 00	\$ 711,457 00	Feb. 17, 1872, 10,000 shares of \$100.00 each.	\$1,000,000 00
2	Pass. Coaches & Bag. Cars.....	315,000 00	214,440 05	214,440 05	March 11, " 4,000 "	400,000 00
3	Box Cars.....	282,964 89	1,170,209 02	1,485,209 02	June 30, " 5,000 "	500,000 00
4	Stock Cars.....	5,887 24	423,720 00	706,684 89	Sept. 30, " 6,000 "	600,000 00
5	Gondola Cars.....	14,912 72	396,880 88	396,880 88	June 16, 1873, 7,280 "	728,000 00
6	Caboose Cars.....	35,444 06	17,161 14	23,048 38	Dec. 31, " 8,720 "	872,000 00
7	Machinery for Shops.....	2,094 12	73,659 45	73,659 45	April 29, 1876, 8,000 "	800,000 00
8	Machine Houses.....	208,012 74	151,497 80	186,941 86	" 29, " 1,500 "	150,000 00
9	Water and Fuel Stations.....	12,043 13	48,500 27	50,594 39	Aug. 16, " 280 "	23,000 00
10	Station Houses.....	45,760 57	474,951 76	677,964 50	June 4, 1877, 4,313 "	431,300 00
11	Bridges and Culverts.....	193,710 53	444,681 38	490,441 95	" 17, 1878, 1,650 "	165,000 00
12	Second Track.....	124,375 14	752,491 23	946,201 76	Jan. 13, 1879, 6,600 "	660,000 00
13	Third and Fourth Tracks.....	1,724 88	70,024 31	82,067 44	March 26, 1880, 1,322 "	132,200 00
14	Side Tracks and Sidings.....	.....	555,320 56	679,695 70	May " 3,094 "	309,400 00
15	Steel Rails.....	.....	988,435 07	990,159 95	June 1881, 9,280 "	928,000 00
16	Fencing.....	.....	17,475 21	17,475 21		
17	Street and Road Crossings.....	.....	1,710 97	1,710 97		
18	Salaries & Exp's of Eng'rs.....	.....	158,443 87	174,684 43		
19	Real Estate & R't of Way.....	.....	861,333 11	1,079,228 20		
20	Legal Expenses.....	.....	16,329 73	16,329 73		
21	Quo Warranto Case in Circuit Court for Northern District of Ohio.	\$1,471,065 67	\$7,699,081 89	\$9,170,097 56		\$7,698,900 00

Samuel J. Tilden and Charles Lanier, Trustees, in account with  
the Pittsburgh, Fort Wayne and Chicago Railway Co. First Mort-  
gage Bond Sinking Fund.

## DR.

1880.

Dec. 31, To Balance.....\$153,862 93

1881.

Jan. 1,	Coupons for January.....	\$3,150 00
Feb. 1,	" February.....	8,522 50
March 1,	" March.....	6,702 50
April 1,	" April.....	8,400 00
May 1,	" May.....	8,767 50
June 1,	" June.....	6,772 50
		<hr/> 42,315 00

1881.

Jan. 29,	Monthly Installment.....	\$4,375 00
Feb. 28,	" ".....	4,375 00
March 28,	" ".....	4,375 00
April 28,	" ".....	4,375 00
May 31,	" ".....	4,375 00
June 27,	" ".....	4,375 00
		<hr/> 26,250 00
June 30,	Interest from W., L. & Co.....	2,476 20
		<hr/> \$224,404 13

## CR.

1881.

Jan. 11, By \$	500 Bonds, bot. @ 136 $\frac{1}{2}$	Int. adj'd & Com. \$	688 96
" 27,	500 " " 136 $\frac{1}{2}$	" " "	691 87
Feb. 5,	13,500 " " 138	" " "	18,813 13
April 11,	4,000 " " 136	" " "	5,445 00
" 19,	2,000 " " 136	" " "	2,687 50
May 10,	1,500 " " 136	" " "	2,025 41
	<hr/> \$22,000		30,351 87
June 30,	Salary of Trustees.....	1,000 00	
	Balance.....	193,052 26	
		<hr/>	\$224,404 13
June 30, To Balance.....		<hr/>	\$193,052 26

CHARLES LANIER,

Trustee.

[E. &amp; O. E.] NEW YORK, June 30, 1881.

Samuel J. Tilden and Charles Lanier, Trustees, in account with  
the Pittsburgh, Fort Wayne and Chicago Railway Co. Second  
Mortgage Bonds Sinking Fund.

## DR.

1880.			
Dec. 31,	To Balance.....		\$246,450 40
1881.			
Jan. 1,	Coupons for January.....	\$4,235 00	
Feb. 1,	“ February.....	7,700 00	
March 1,	“ March.....	9,975 00	
April 1,	“ April.....	8,750 00	
May 1,	“ May.....	8,260 00	
June 1,	“ June.....	5,110 00	
			44,030 00
Jan. 29,	Monthly Installment.....	\$4,300 00	
Feb. 28,	“ “.....	4,300 00	
March 28,	“ “.....	4,300 00	
April 28,	“ “.....	4,300 00	
May 31,	“ “.....	4,300 00	
June 27,	“ “.....	4,300 00	
			25,800 00
“ 30,	Interest from W., L. & Co.....		3,999 24
			\$320,279 64

## CR.

1881.		
May 25,	By \$50,000 Bonds, bot. @ 135 Int. adjusted.	\$67,074 17
June 30,	Salary of Trustees.....	1,000 00
	Balance.....	\$252,205 47
		\$320,279 64
June 30,	To Balance.....	\$252,205 47

CHARLES LANIER,

[E. &amp; O. E.] NEW YORK, June 30, 1881.

Trustee.

Samuel J. Tilden and Charles Lanier, Trustees, in account with  
the Pittsburgh, Fort Wayne and Chicago Railway Co. Second  
Mortgage Bonds Sinking Fund.

## DR.

1881.

June 30,	To Balance of 35th Installment.....	\$252,205 47	
July 28,	Monthly Installment.....	\$4,300 00	
Aug. 27,	" " .....	4,300 00	
Sept. 28,	" " .....	4,300 00	
Oct. 28,	" " .....	4,300 00	
Nov. 28,	" " .....	4,300 00	
Dec. 29,	" " .....	4,300 00	
			25,800 00
July 1,	Coupons.....	\$ 4,235 00	
Aug. 1,	" .....	8,575 00	
Sept. 1,	" .....	10,710 00	
Oct. 1,	" .....	10,500 00	
Nov. 1,	" .....	8,995 00	
Dec. 1,	" .....	5,355 00	
			48,370 00
" 31,	Interest on Balances from W., L. & Co.....	2,356 31	
			\$328,731 78

## CR.

1881.

July 13,	By \$63,500 Bonds, bot. @ 135	and Int. adj'd.	\$86,640 83	
Sept. 22,	39,000 " " 135	" " "	52,195 00	
" 29,	7,000 " " 132	Int. & Com. "	9,257 50	
Oct. 5,	21,500 " " 135 1/4	and Int. "	28,921 25	
Nov. 22,	5,500 " " 135	Int. & Com. "	7,420 20	
Dec. 7,	25,000 " " 136	and Int. "	33,784 17	
" 9,	1,000 " " 136	" " "	1,348 33	
" 22,	14,000 " " 137 1/2	Int. & Com. "	19,220 83	
				\$238,788 11
	\$176,500			
	Salary of Trustees, \$500 each.....		1,000 00	
	Balance (with W., L. & Co.).....		88,943 67	
				\$328,731 78
Dec. 31,	To Balance.....		\$88,943 67	

CHARLES LANIER,

Trustee.

[E. &amp; O. E.] NEW YORK, Dec. 31, 1881.



**Samuel J. Tilden and Charles Lanier, Trustees, in account with  
the Pittsburgh, Fort Wayne and Chicago Railway Co. First  
Mortgage Bonds Sinking Fund.**

## DR.

1881.		
June 30,	To Balance from 35th Installment.....	\$193,052 26
July 28,	Monthly Installment.....	\$4,375 00
Aug. 27,	“ “ .....	4,375 00
Sept. 28,	“ “ .....	4,375 00
Oct. 28,	“ “ .....	4,375 00
Nov. 28,	“ “ .....	4,375 00
Dec. 29,	“ “ .....	4,375 00
		<hr/>
July 1,	Coupons.....	\$ 3,167 50
Aug. 1,	“ .....	8,732 50
Sept. 1,	“ .....	6,702 50
Oct. 1,	“ .....	8,470 00
Nov. 1,	“ .....	8,837 50
Dec. 1,	“ .....	6,772 50
		<hr/>
		26,250 00
		<hr/>
“ 31,	Interest from W., L. & Co.....	3,348 24
		<hr/>
		\$265,333 00

## CR.

1881.		
July 13,	By \$2,000 Bonds, bot. @ 137 Int. adjusted.	\$ 2,757 50
Oct. 25,	3,000 “ “ 138 Int. & Com. “	4,135 00
Nov. 22,	4,000 “ “ 138 & Com. $\frac{1}{8}$	5,525 00
Dec. 22,	9,000 “ “ 140 Int. & Com. adj'd.	12,514 58
		<hr/>
	\$18,000	\$24,932 08
Dec. 31,	Salary of Trustees, \$500 each.....	1,000 00
	Balance (with W., L. & Co.).....	239,400 92
		<hr/>
		\$265,333 00
		<hr/>
Dec. 31,	To Balance.....	\$239,400 92

CHARLES LANIER,

Trustee.

[E. &amp; O. E.] NEW YORK, Dec. 31, 1881.

**Memorandum of First and Second Mortgage Bonds Redeemed to  
December 31, 1881.**

FIRST MORTGAGE BONDS Issued.....				\$5,250,000 00
"	"	"	Redeemed to June 30,	
			1881, as per Report..	\$1,218,000 00
"	"	"	Redeemed to Dec. 31,	
			1881.....	18,000 00
				<u>1,236,000 00</u>
			Outstanding.....	<u>\$4,014,000 00</u>

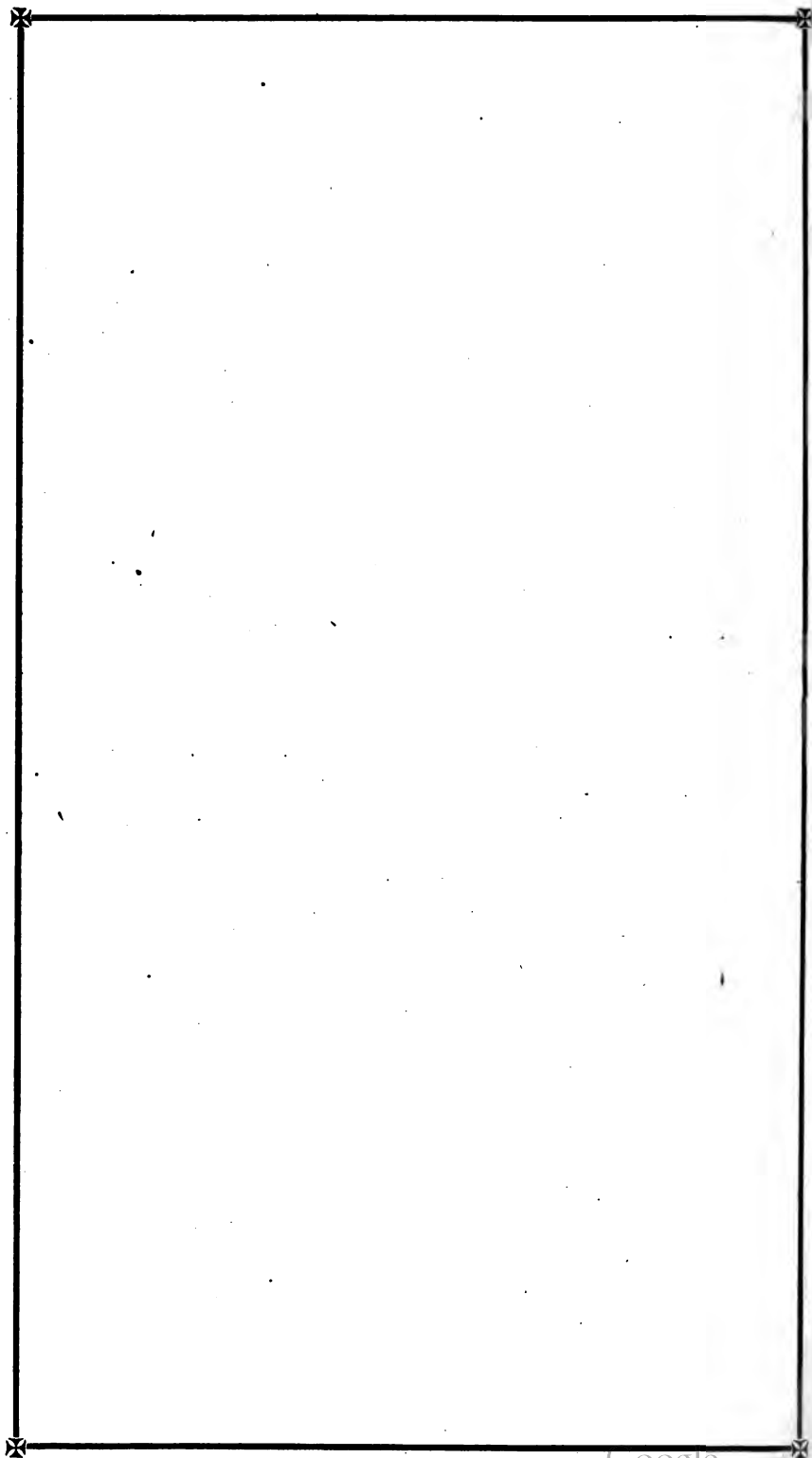
SECOND MORTGAGE BONDS Issued.....				\$5,160,000 00
"	"	"	Redeemed to June 30,	
			1881.....	\$1,308,000 00
"	"	"	Redeemed to Dec. 31,	
			1881.....	176,500 00
				<u>1,484,500 00</u>
			Outstanding.....	<u>\$3,675,500 00</u>

**CHARLES LANIER,**

*Trustee, P., Ft. W. & C. Ry. Co.*

*1st and 2d Mortgage Bond Sinking Fund.*

[E. & O. E.] NEW YORK, Dec. 31, 1881.



COPIES  
TWENTIETH  
ANNUAL REPORT

OF  
THE BOARD OF DIRECTORS

OF THE  
PITTSBURGH, FT. WAYNE & CHICAGO

RAILWAY COMPANY  
**L. H. MEYER,  
ON FILE.**

TO THE  
Stock and Bondholders,

FOR  
THE YEAR ENDING DECEMBER 31, 1882.

— 4 —  
PITTSBURGH:  
JOS. EICHBAUM & CO. PRINTERS, 48 FIFTH AVENUE.

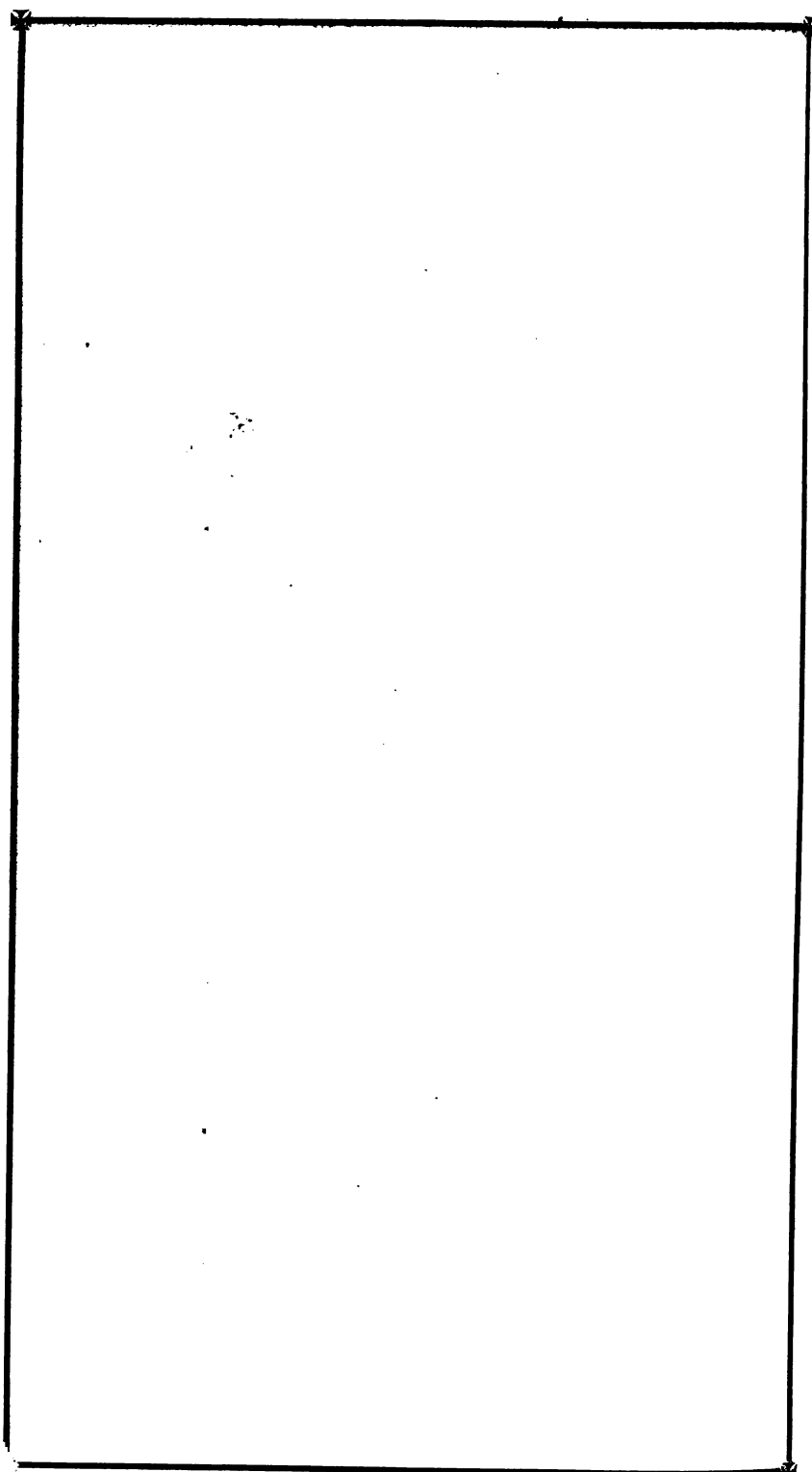
1883.



TWENTIETH  
ANNUAL REPORT  
OF  
THE BOARD OF DIRECTORS  
OF THE  
PITTSBURGH, FT. WAYNE & CHICAGO  
RAILWAY COMPANY,  
TO THE  
Stock and Bondholders,  
FOR  
THE YEAR ENDING DECEMBER 31, 1882.

---

PITTSBURGH:  
JOS. EICHBAUM & CO. PRINTERS, 48 FIFTH AVENUE.  
1883.



# Classification of Board of Directors.

## FIRST CLASS.

*Whose Term of Service Expires at the Annual Election, 1884.*

GEORGE W. CASS,  
S. J. TILDEN,  
J. N. McCULLOUGH,  
CHAS. LANIER.

L. H. MEYER,  
ON FILE.

## SECOND CLASS.

*Whose Term of Service Expires at the Annual Election, 1885.*

L. H. MEYER,  
CHAS. E. SPEER,  
JESSE L. WILLIAMS.

## THIRD CLASS.

*Whose Term of Service Expires at the Annual Election, 1886.*

~~PLINY H. GRAND~~, W. Leiden  
JNO. N. HUTCHINSON,  
~~HOOPER~~ Hooper

## FOURTH CLASS.

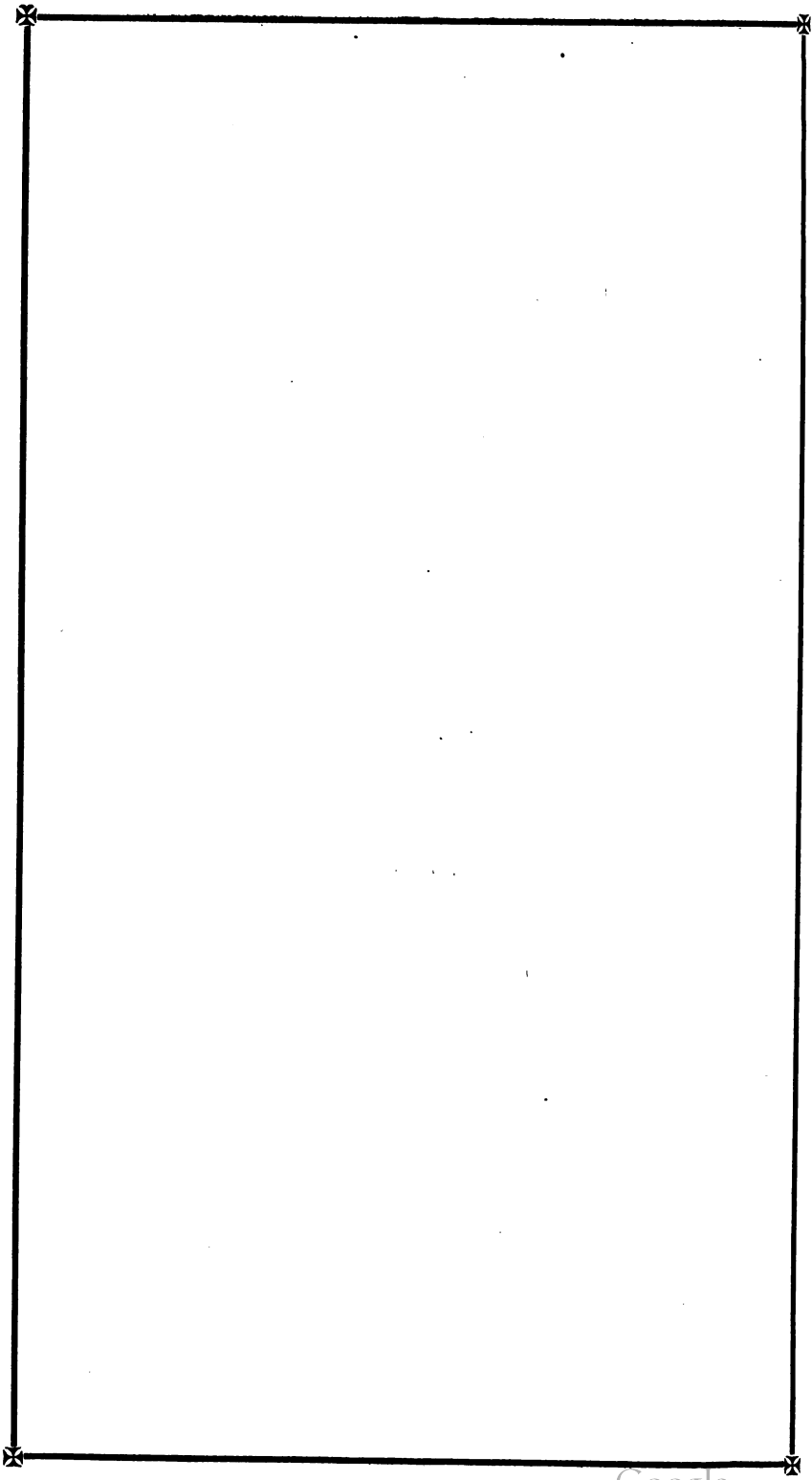
*Whose Term of Service Expires at the Annual Election, 1887.*

JOHN SHERMAN,  
L. B. HARRISON,  
GEO. B. ROBERTS.

## OFFICERS.

LOUIS H. MEYER,	-	-	-	-	-	President.
JOHN J. HALEY,	-	-	-	-	-	Sec'y & Treas.





ANNUAL MEETING  
OF THE  
STOCK ~~AND~~ BONDHOLDERS  
OF THE  
PITTSBURGH, FORT WAYNE AND CHICAGO  
RAILWAY COMPANY.

---

Pursuant to the following notice, the Stock and Bondholders met at the Office of the Company, in the City of Pittsburgh, on Wednesday, the sixteenth day of May, A. D. 1883, at 12 o'clock, M.:

PITTSBURGH, FORT WAYNE AND CHICAGO RAILWAY CO. }  
OFFICE OF THE SECRETARY AND TREASURER, }  
PITTSBURGH, PA., April 14, 1883. }

NOTICE.—The annual meeting of the Stock and Bondholders of the Pittsburgh, Fort Wayne and Chicago Railway Company will be held at the General Office of the Company, Bissell Block, corner Seventh avenue and Smithfield street, Rooms Nos. 1 and 2 (second floor), City of Pittsburgh, at 12 o'clock, M., on Wednesday, the sixteenth (16th) day of May, 1883, for the purpose of electing three Directors in the place of a like number whose terms of service expire on that day.

JOHN J. HALEY, *Secretary.*

The meeting was organized by appointing Jno. B. JACKSON, Esq., Chairman, and JOHN J. HALEY, Secretary.

When:

LOUIS H. MEYER, Esq., President, presented the Twentieth (20th) Annual Report of the Board of Directors, which was read by the Secretary.

On motion of G. A. MARTIN, Esq., the following resolutions were adopted:

*Resolved*, That the Report of the Board of Directors, for the past year, be approved: and that the Board be requested to have the same published in the usual form, without delay, and distributed among the Stock and Bondholders.

*Resolved*, That the polls for the Election of Directors be opened at the General Office of the Company, at 12½ o'clock, P. M., and be kept open until the close of these proceedings, and that the voting shall be by ballot.

*Resolved*, That the Inspectors, so soon as the votes are counted, shall make a written return thereof, and file the same with the Secretary of the Company.

*Resolved*, That the Secretary of the Company shall, as soon as he receives the return of the election, notify in writing the persons who have been elected Directors.

On motion of L. H. MEYER, Esq., the following preamble and resolution were unanimously adopted, viz.:

In obedience to the Resolution of the Board of Directors of the Pittsburgh, Fort Wayne and Chicago Railway Company, adopted at a meeting of said Board, held at No. 19 Nassau street, New York, on the 29th of March last, the Executive Committee of said Board submit to the regular Annual Meeting of this Company the following resolution for adoption:

*Resolved*, That the President of this Company shall issue a proper call for a meeting of the Stock and Bondholders of this Company, for the purpose of authorizing a Mortgage Debt to an amount of not exceeding twenty-two millions of dollars (\$22,000,000.00), to be issued in such form and on such terms as may be agreed upon between the Board of Directors of this Company and the Board of Directors of the Pennsylvania Railroad Company, Lessee: said bonds to be guaranteed by the Pennsylvania Railroad Company, Lessee.

On motion of J. N. HUTCHINSON, Esq.; the following resolution was adopted:

*Resolved*, That when this meeting adjourns, it adjourns to meet subject to the call of the President of the Company.

The Chairman appointed Messrs. S. B. LIGGETT and W. F. ROBB inspectors of the election.

There being no further business before the meeting.

On motion, the meeting adjourned.

JOHN J. HALEY,

*Secretary.*

L. H. MEYER,  
ON FILE.

# ANNUAL REPORT

OF THE

## PITTSBURGH, FORT WAYNE AND CHICAGO RAILWAY COMPANY.

*To the Stock and Bondholders of the Pittsburgh,  
Fort Wayne and Chicago Railway Co.:*

The Board of Directors submit for your information the following usual statement of the affairs of your Company, and of the condition of its property for the year 1882, as furnished by the Lessee under the Fifteenth Article of the Lease, showing the Earnings of the Pittsburgh, Fort Wayne and Chicago Railway, and the Expenditures for account of the repairs, renewals, replacements, improvement and equipment thereof during the year ending December 31, 1882, viz.:

## LESSEE'S

Statement in Detail of Operating Expenses for the Year ending  
December 31, 1882.

## CONDUCTING TRANSPORTATION.

Advertising.....	\$ 18,974 22
Agencies—Ticket and Freight.....	102,703 04
“ —Foreign.....	56,653 65
Baggage Masters.....	51,854 60
Brakesmen.....	359,886 64
Cars—Cleaning and Inspecting.....	84,888 33
“ —Fuel and Light.....	24,909 47
“ —Hire of.....	311,515 56
“ —Incidental Supplies of.....	19,897 15
“ —Oil, Tallow and Waste.....	27,289 81
Clerks.....	238,262 20
Conductors.....	267,302 26
Damage to Property.....	8,848 15
Despatchers.....	52,393 73
Supplies for Trainmen.....	914 51
Flagmen at Crossings.....	42,047 15
Incidentals.....	8,029 07
Injuries to Individuals.....	30,320 00
Litigation—Cost of.....	3,553 21
Loss and Damage of Baggage.....	173 90
“ “ Goods.....	29,542 79
Mail Expenses.....	1,500 28
Printing and Stationery.....	40,465 15
Stations—Fuel and Light.....	24,545 80
“ —Furniture, &c.....	4,828 21
“ —Labor at.....	297,975 44
“ —Petty Expenses of.....	3,825 63
“ —Repairs and Rent.....	68,400 44
“ —Warehouse Charges.....	6,864 59
Switch Tenders at and about Stations and Yards.....	28,357 16
Switching and Track Service.....	6,722 22
Superintendence.....	13,107 59
Telegraph—Salaries of Officers.....	97,194 91
“ —Repairs and Incidental Expenses of.....	42,184 48
Wreck Clearing.....	6,529 16
Expense of Union Line.....	62,378 54
Total Conducting Transportation.....	<u>\$2,444,839 04</u>

## MOTIVE POWER.

Enginemen and Firemen—Passenger.....	\$ 114,366 22
“ “ —Freight.....	444,112 89
Engine Houses and Machine Shops—Fuel for Stoves.....	9,602 39
“ “ M. S. and T. T.—Repairs of.....	32,880 17
Fuel Stations—Incidental Expenses of.....	889 62
“ “ —Fixtures and Repairs of.....	895 02
Incidentals.....	28,013 94
Laborers and Wipers.....	97,570 06
Locomotives—Passenger—Coal for.....	93,037 59
“ —Freight — “.....	376,696 00
“ —Passenger—Oil, Tallow, Waste, &c....	17,365 52
“ —Freight — “ “ “.....	46,203 07
“ —Passenger—Repairs of.....	56,002 80
“ —Freight — “.....	286,789 19
“ —Passenger—Wood for.....	6,998 89
“ —Freight — “.....	22,025 54
“ —Furniture and Fixtures of.....	9,254 22
Printing and Stationery.....	1,863 63
Superintendence.....	4,558 04
Tool and Machinery—Repairs of.....	37,492 17
Watchmen.....	16,853 00
Water Supply.....	31,777 15
Water Stations—Expenses of.....	1,166 39
“ —Fixtures and Repairs of.....	18,033 19
Total Motive Power .....	<u>\$1,754,446 70</u>

## MAINTENANCE OF WAY.

Ballast.....	\$ 30,981 99
Bridges—Repairs of.....	148,933 60
Cattle Guards and Road Crossings.....	5,739 70
Chairs.....	474 04
Clerks.....	3,654 64
Cross Ties.....	156,584 93
Culverts.....	7,210 64
Ditching.....	7,590 39
Fence—Repairs of.....	24,994 90
Frogs.....	14,488 18
Foremen and Watch Houses.....	1,269 77
Hand Cars, Trucks, &c.....	3,184 22
Incidentals.....	3,788 79
Litigation—Cost of.....	943 26
Oil, Fluid and Tallow.....	2,475 33
Printing and Stationery.....	313 63
Road Bed and Track Labor.....	305,132 38
Rails—Iron.....	1,615 43
“ —Steel.....	81,724 86
Spikes.....	9,793 69
Splices and Bolts.....	9,525 75
Switches and Switch Posts.....	27,249 15
Snow and Ice Removing.....	3,232 50
Superintendence and Supervisors.....	14,581 59
Tools and Repairs of Tools.....	12,729 06
Watchmen.....	15,187 20
Signals, Targets, &c.....	27 00
<b>Total Maintenance of Way.....</b>	<b>\$893,426 62</b>

## MAINTENANCE OF CARS.

Cars—Passenger and Baggage—Repairs of.....	\$214,767 15
“ —Freight — “.....	590,654 68
“ —Ballast and Wood — “.....	11 77
“ —Furniture and Fixtures of.....	324 17
“ —Shops and Sheds for.....	6,990 05
Car Shops—Fuel and Light for.....	1,536 25
Incidentals.....	7,474 86
Superintendence.....	3,135 00
Tools and Repairs of Tools.....	20,974 55
<b>Total Maintenance of Cars.....</b>	<b>\$845,868 48</b>

**L. H. MEYER,  
ON FILE.**

**GENERAL EXPENSES.**

General Offices—Attendants.....	\$ 2,584 54
“ —Clerks in.....	37,786 23
“ —Light and Fuel for.....	553 11
“ —Rent of.....	206 25
“ —Furniture, &c., for.....	471 41
“ —Repairs of.....	1,694 82
“ —Printing and Stationery.....	2,600 05
“ —Petty Expenses of.....	384 69
General Officers—Salaries and Expenses.....	8,889 30
Incidentals.....	1,304 27
Interest and Exchange.....	66 45
Legal Department—Salaries and Fees.....	12,915 03
Rent of Property.....	13,466 57
Taxes—State, City and County.....	250,878 72
“ —United States.....	11 98
<b>Total General Expenses.....</b>	<b>\$333,813 42</b>

**RECAPITULATION OF EXPENSES.**

Conducting Transportation.....	\$2,444,839 04
Motive Power.....	1,754,446 70
Maintenance of Way.....	893,426 62
Maintenance of Cars.....	845,868 48
General Expenses.....	333,813 42
<b>Total Expenses.....</b>	<b>\$6,272,394 26</b>

**EARNINGS.**

Earnings from Freight.....	\$ 7,464,057 46
“ “ Express.....	162,164 45
“ “ Passenger.....	2,834,122 68
“ “ Transportation of Mail.....	186,069 88
“ “ Rents.....	61,601 41
“ “ Rent of Railway.....	153,441 56
“ “ Miscellaneous.....	33,413 17
<b>Total Earnings.....</b>	<b>\$10,894,870 61</b>



## EXPENDITURES—FOR REPAIRS, RENEWALS AND REPLACEMENTS.

Repairs of Passenger and Freight Stations .....	\$ 68,400 44
“ Engine Houses, Machine Shops and Turn Tables..	32,880 17
“ Locomotives .....	352,046 21
“ Cars—Passenger, Freight, Tools, &c.....	826,732 32
“ Tools and Machinery.....	37,492 17
“ Water Stations and Fixtures.....	19,199 58
“ Bridges.....	156,144 24
“ Fence and Road Crossings.....	30,734 60
“ Foremen and Watch Houses.....	1,269 77
“ Hand Cars, Trucks, &c.....	3,184 22
“ Track Labor, &c.....	627,221 49
“ General Office.....	1,694 82
Ballast.....	30,981 99
Superintendence.....	31,597 90
Incidentals.....	10,439 88
	<u>\$2,230,019 80</u>

## IMPROVEMENTS AND EQUIPMENT.

Ballast.....	\$ 6,659 46
Bridge Masonry .....	18,873 60
“ Superstructure.....	34,849 25
Cars—Freight.....	8,359 10
Chairs.....	104 05
Cross Ties.....	7,734 58
Engine Houses.....	12,188 22
Engineers—Salaries and Expenses of.....	16,080 70
Fencing.....	461 41
Frogs.....	798 34
Grading.....	172,247 91
Incidentals.....	15 00
Locomotives .....	99,623 01
Machine Shops.....	4,221 00
Rails—Iron.....	1,233 63
“ —Steel.....	20,123 82
Real Estate.....	34,620 13
Right of Way .....	5,459 37
Spikes.....	1,066 15
Splices and Bolts.....	1,421 64
Stations—Passenger.....	3,210 89
“ —Freight.....	4,673 87
“ —Fuel.....	105 97
Switch Stands and Fixtures.....	1,147 90
Track—Labor Laying.....	6,800 99
	<u>\$462,079 99</u>

**Statement of the Earnings, Expenses, Net Earnings, &c., of the  
Pittsburgh, Fort Wayne and Chicago Railway, for the  
Year ending December 31, 1882.**

Earnings from Freight.....	\$ 7,464,057 46
“ “ Passenger.....	2,834,122 68
“ “ Express.....	162,164 45
“ “ Transportation of Mail.....	186,069 88
“ “ Rents.....	61,601 41
“ “ Rent of Railway.....	153,441 56
“ “ Miscellaneous.....	33,413 17
Total Earnings.....	\$10,894,870 61
Less Expenses.....	6,272,394 26
Net Earnings.....	\$ 4,622,476 35
Add net gain in operating New Castle and Beaver Valley R. R.	45,835 18
“ “ “ Lawrence R. R.....	16,427 66
	\$ 4,684,739 19
From which deduct amount paid Cleveland and Pittsburgh Railroad, divisions of joint earnings.....	316,275 55
	<u>\$4,368,463 64</u>

AUDITOR'S OFFICE,  
February 16th, 1883.

J. P. FARLEY,  
*Auditor.*

The foregoing statement of Lessee shows:

Gross Earnings for 1882.....	\$10,894,870 61
Against same for 1881.....	10,741,490 28
Increase for 1882 over 1881.....	<u>\$ 153,380 33</u>
Expenses of Operating and Maintaining for 1882.....	\$ 6,272,394 26
Against same for 1881.....	5,858,484 33
Increase for 1882 over 1881.....	<u>\$ 413,909 93</u>

# Summary of financial result of the business for 1882 to the Lessee:

Gross Earnings.....	\$10,894,870 61
Operating and Maintaining.....	6,272,394 26
Net, 1882.....	\$ 4,622,476 35
As against the same for 1881.....	4,883,005 95
Decrease, net, 1882.....	\$ 260,529 60

Taking the above net for 1882.....	\$ 4,622,476 35
Adding gain on operation of New Castle and Beaver Valley Railroad.....	45,835 18
And of Lawrence Railroad.....	16,427 66

Gives a Total Net of.....\$ 4,684,739 19

Less amount allowed Cleveland and Pittsburgh Railroad, division of joint earnings.....	316,275 55
--	------------

Total, net, 1882.....	\$ 4,368,463 64
Total, net, for 1881.....	4,883,005 95
Decrease, net, 1882.....	\$ 514,542 31

Out of the Net Total of 1882.....\$4,368,463 64

Lessee has paid:

For dividends on original Pittsburgh, Ft. Wayne and Chicago Railway Stock.....	\$1,380,000 00
Interest on First and Second Mortgage Bonds...	728,700 00
“ Third Mortgage Bonds.....	140,000 00
“ Equipment Bonds.....	80,000 00
“ \$100,000 Construction Mortg. Bonds.....	7,000 00
“ \$8,400,000 Guaranteed Special Stock..	588,000 00
Amount paid for maintaining organization.....	10,000 00
“ “ New York Transfer Agency.....	7,000 00
“ “ New York Registrar.....	2,000 00 2,942,700 00

Leaving for 1882, a net of.....	\$1,425,763 64
For Lessee, out of which is paid Sinking Fund.....	104,100 00

Showing an absolute immediate cash profit to Lessee for 1882, of.....\$1,321,663 64

The Lessee has punctually made all the payments for 1882, as required by the Lease.

The account rendered by the Trustees of the Sinking Fund is also appended; it shows total amount of Bonds purchased for and now in the Sinking Fund, as follows:

First Mortgage Bonds.....	\$1,337,500 00
Second " " .....	1,587,500 00
Total First and Second Mortgage Bonds.....	\$2,925,000 00
Add cash on hand to purchase Bonds.....	354,088 86
Total Sinking Fund, Dec. 31, 1882, Cash and in Bonds..	\$3,279,088 86

The Trustees report only purchases for Sinking Fund in 1882:

First Mortgage Bonds.....	\$ 101,500 00
Second " " .....	103,000 00
Total purchases in 1882.....	\$ 204,500 00

The cash in their hands has increased from \$328,344.59 December 31st, 1881, to \$354,088.86 December 31st, 1882, being in 1882 an increase of \$25,744.27, cash in Sinking Fund<sub>2</sub> unused. The \$204,500.00 First and Second Mortgage Bonds purchased in 1882 cost \$285,345.61, showing \$80,845.61 paid for premiums, interest and commission on same, and making the total of \$2,925,000.00 Bonds now held by the Sinking Fund cost \$3,366,563.77, or a premium of about \$441,560.00, equal to 15 per cent. nearly.

The Annual Report of the Consulting Engineer is as usual herewith furnished, and from it will be seen that the property is generally in satisfactory condition and working to the satisfaction of the public.

The last Report showed that the issue of Special Stock for improvements and additions, under Art. XVI of the Lease, had been stopped, and that negotiations had been opened with Lessee, to provide for some other form of issue to cover such improvements and additions.

Nothing definite has yet resulted from such negotiations, but it is hoped that a satisfactory plan may be arranged, and so soon as such is the case a special meeting of the Stock and Bondholders will become necessary and be accordingly called. An adjournment of the Annual Stock and Bondholders meeting would also be advisable.

The accounts of the Treasurer, showing receipts and disbursements of the fund for maintaining the organization of the Company, as also a general account showing all the issues of the Company, are herewith, as usual, submitted.

Claims are still pending against this Company and partly in litigation, but are in process of settlement.

Respectfully submitted,

L. H. MEYER,

*President.*

# PITTSBURGH, FORT WAYNE AND CHICAGO RAILWAY CO.

Dr. John J. Haley, Treasurer, in Account with Fund for Maintaining Organization. Cr.

PITTSBURGH, FORT WAYNE AND CHICAGO RAILWAY CO.

17

1882.		1882.	
Jan. 1, To Balance, as per last report.....	\$ 1,524 53	Dec. 31, By payments, as follows:	
Dec. 31, Amount received from Lessee.....	10,000 00	Amount paid President's Salary and Expenses. \$	2,465 91
		Amount paid Secretary and Treasurer's Salary and Expenses.....	3,076 00
		Amount paid Clerk, year ending.....	1,225 00
		Amount paid Printing Annual Report, Stationery, Advertising Annual Meeting, &c.....	1,738 38
		Amount paid Directors for Services and Expenses attending meetings of Board, City of New York.....	1,766 00
		By Balance.....	1,253 24
			<u>\$11,524 53</u>

(E. AND O. E.) February 12th, 1883.

JOHN J. HALEY, Treasurer.

**Balance Sheet of the Books of the Pittsburgh, Fort Wayne and  
Chicago Railway Company, to December 31, 1882.**

**DR.**

1882.

Dec. 31, To Cost of Railway—Equipment,	
Structures, &c.....	\$18,910,000 00
Less amount assets received from Pittsburgh, Fort Wayne and Chicago Railroad Company...	453,399 95
	<u>\$18,456,600 05</u>
Additions to Railway before the Lease.....	5,617,621 10
Amount resulting from Capitali- zation.....	8,214,285 71
Betterments since the Lease....	<u>8,400,000 00</u>
	\$40,688 506 86
Supplies transferred to Pennsylvania Railroad Co., Lessee, July 1, 1869.....	468,724 84
Sinking Fund First Mortg. Bonds, \$1,570,515 70	
“ Second “ 1,796,048 07	
	<u>3,366,563 77</u>
Trustees of Sinking Fund—Cash to purchase Bonds.....	354,088 86
Winslow, Lanier & Co.—Cash to pay Divi- dends and Interest.....	191,897 92
<b>CASH VALUE OF THE FOLLOWING SECURITIES ON HAND:</b>	
Notes Continental Improvement Co., with Interest from March 15, 1877.....	\$ 26,769 60
Stock Pittsburgh, Fort Wayne and Chicago Railway Co., 1,400 shares.....	110,347 15
Stock Massillon and Cleveland Railroad Co., 1,987 shares.....	100,350 00
Stock Lawrence Railroad Co., 460 shares.....	<u>19,750 00</u>
	175,000 00
Louis H. Meyer, President—Cash on deposit,	75,108 89
Cash on hand.....	<u>3,441 40</u>
	<u>\$45,323,332 54</u>

(R. AND O. E.)      PITTSBURGH, February 12th, 1883.

Balance Sheet of the Books of the Pittsburgh, Fort Wayne and  
Chicago Railway Company, to December 31, 1882.

## CR.

1882.

Dec. 31, By Capital Stock at date of Lease, (Scrip, \$85.71,)

197,142 shares..... \$19,714,285 71

## FUNDED DEBT:

First Mortgage Bonds, at par, \$5,250,000 00

Second " " " 5,160,000 00

Third " " " 2,000,000 00

Equipment " " 1,000,000 00

Construction " " 100,000 00

13,510,000 00

Guaranteed Special Stock, issued for Better-  
ments, 84,000 shares.....

8,400,000 00

Dividends not called for..... \$83,164 13

Interest—Coupons not presented... 19,318 41

102,482 54

Balance.....

3,596,564 29

11/27  
L. H. MEYER,  
ON FILE.

6242  
467

4116

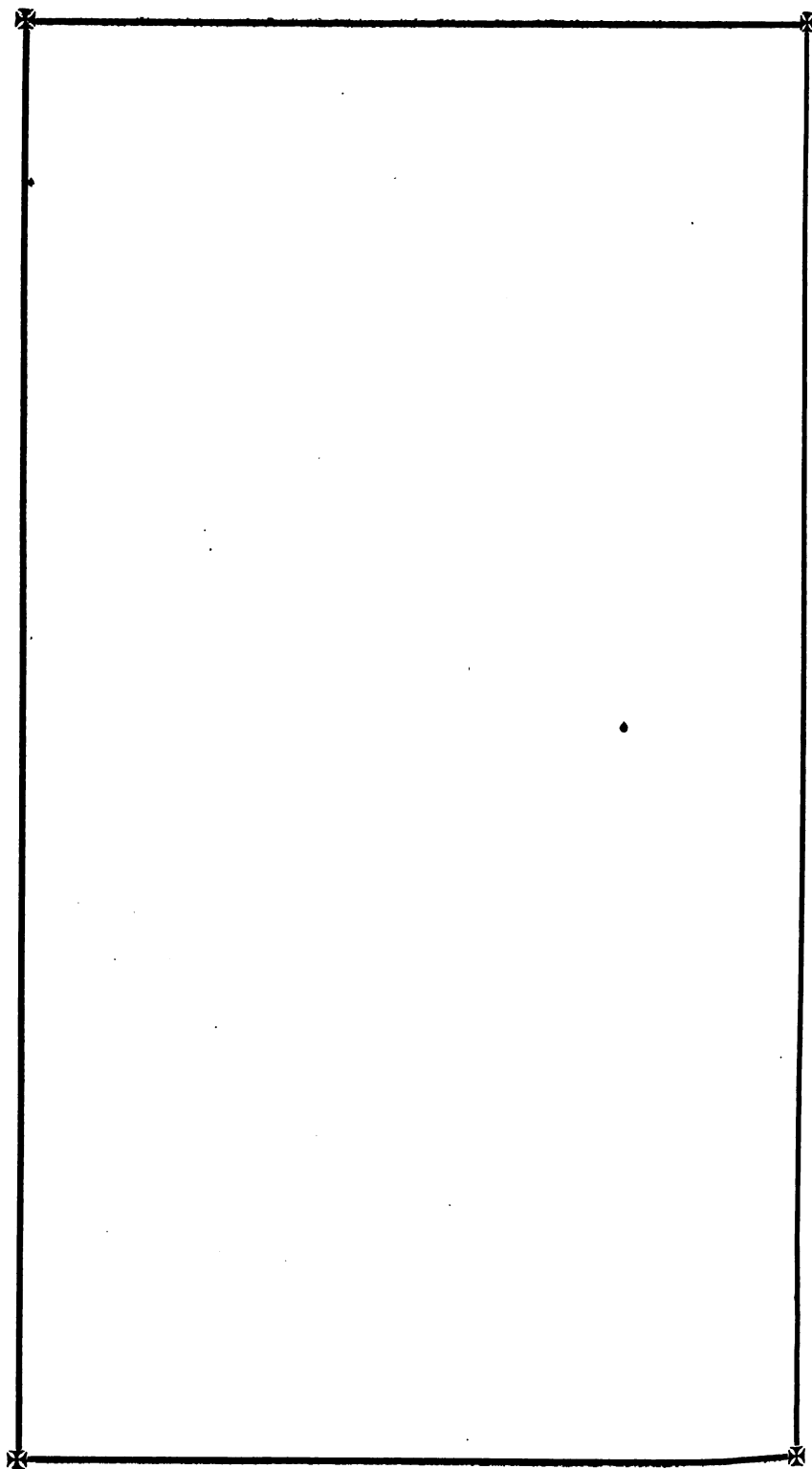
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718

\$45,323,332 54

JOHN J. HALEY, Treasurer.





REPORT  
OF THE  
CONSULTING ENGINEER  
OF THE  
PITTSBURGH, FORT WAYNE AND CHICAGO  
RAILWAY COMPANY.

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*To the Board of Directors of the Pittsburgh, Fort  
Wayne and Chicago Railway Co.:*

GENTLEMEN: The usual examination of your property was made at the close of last year; the condition of which is shown in the following report. As will be seen by the statement of accounts submitted, the additions to the property have not been as great as in former years.

ROLLING STOCK AND MACHINE SHOPS.

The additions to rolling stock for the year, under approved requisitions, were but 15 caboose cars.

The Lessee, in addition, has built and put on the road 15 heavy freight engines, to be covered hereafter by requisition, which, however, are not included in the rolling stock record this year.

The inventory of the freight equipment was taken, as usual, from Train Despatcher's reports.

#### RECORD OF ROLLING STOCK.

Number belonging to the Company.	Number Found or Traced.
ENGINES, 272.....	272 in good order.
PASSENGER CARS, 153.....	106 in good order ; 23 in fair order ; 20 in poor order ; 4 vacant.
BAGGAGE CARS, 54.....	54 in good order.
POSTAL CARS, 5.....	5 in good order.
MARKET CARS, 5.....	5 in good order.
BOX CARS, 3,878.....	3,529 in fair order.
GONDOLA AND FLATS, 2,035.....	1,802 in fair order.

The Manager of the road certifies, that on December 31 the freight car equipment was short 82 box cars, 120 stock cars and 56 gondolas.

The machine shops, machinery and engine houses have been kept in good condition. The additions in Chicago for the year have been confined to completing the new engine house and machine shop, and erecting a new oil and sand house.

This improvement is now completed, with the exception of additional side tracks, which can be laid as needed. The yard is convenient, the work well done, and is in every way a valuable addition to your property.

#### TRACK.

But little has been done in the way of stone ballast the last year. Additional sidings have been laid at Mansfield, Robinson and South Chicago, and a large yard made west of the old one at Allegheny City. This latter answers the same purpose for the eastern end of your road as the new yard in

Chicago does for the western end, and in increasing the terminal facilities in Pittsburgh will assist the movement of freight through that city and make less frequent the freight blockades which have heretofore caused serious loss of business and inconvenience to the road for want of track room in Pittsburgh.

The new line referred to in last report as being constructed by the Lessee from Alliance to Niles, a point on the Erie and Ashtabula road, which in connection with the Lawrence and New Castle and Beaver Valley road gives another line from Alliance to Homewood, has been completed, and is in operation. I understand it fulfills the estimate made of its value as a freight road and has been used at times to relieve the main line when pressed with freight. Four wooden bridges have been replaced with iron, and some of the older iron bridges replaced with stronger ones better adapted to the increased weight of rolling stock now used. The Lessee is also gradually replacing the steel rails on the road with heavier ones of same standard as used on its own road. The grading for the double track from Smithville, through Wooster, to 140 Mile Siding is nearly finished, and will be in use this year.

#### STATION BUILDINGS.

The additions for the year have been a new freight office in Chicago and some additional work to the new passenger house in the same place.

## REAL ESTATE.

The expenditures for real estate were for purchases made in connection with the new passenger station and the outside yard in Chicago. That for right of way is principally on account of right of way for double track referred to above.

The property generally has been kept in good order. The road is well operated, and, I think, stands as well with the public for prompt and effective service as any of the lines leading east from Chicago.

The summary of accounts annexed show the additions made to the property last year and total amount since the date of the lease.

Respectfully,

J. C. SPENCER,

*Consulting Engineer P., Ft. W. & C. Ry. Co.*

MAY 1st, 1883.

**L. H. MEYER,  
ON FILE.**

**SUMMARY OF EXPENDITURES for "Improvements and Additions" on the Pittsburgh, Fort Wayne and Chicago  
Railway during 1882, and Grand Total since July 1, 1869.**

No.	Distribution of Accounts.	For Year 1882.	To Dec. 31, 1882.	Grand Total.	Shares.	Paym'ts on acc't in Stock.
1	Locomotive Engines.....	\$.....	\$ 711,457 00	\$ 711,457 00	Feb. 17, 1872, 10,000 shares of \$100.00 each,	\$1,000,000 00
2	Pass. Coaches & Bag. Cars.....	.....	214,440 05	214,440 05	March 11, " 4,000 "	400,000 00
3	Box Cars.....	.....	1,485,209 02	1,485,209 02	June 30, " 5,000 "	500,000 00
4	Stock Cars.....	.....	706,684 89	706,684 89	Sept. 30, " 6,000 "	600,000 00
5	Gondola Cars.....	.....	396,830 88	396,830 88	June 16, 1873, 7,280 "	728,000 00
6	Caboose Cars.....	8,359 10	23,048 38	31,407 48	Dec. 31, " 8,720 "	872,000 00
7	Machinery for Shops.....	.....	73,659 45	73,659 45	April 29, 1876, 8,000 "	800,000 00
8	Machine Shops.....	4,143 57	165,271 80	169,415 37	" " 1,500 "	150,000 00
9	Engine Houses.....	12,284 09	186,941 86	199,225 95	Aug. 16, " 230 "	23,000 00
10	Water and Fuel Stations.....	105 97	50,594 39	50,700 36	June 4, 1877, 4,313 "	431,300 00
11	Station Houses.....	7,884 76	677,964 50	685,849 26	June 17, 1878, 1,650 "	165,000 00
12	Bridges and Culverts.....	12,913 30	490,441 95	503,355 25	Jan. 13, 1879, 6,600 "	660,000 00
13	Second Track.....	103,911 12	946,201 76	1,050,112 88	March 26, 1880, 1,322 "	132,200 00
14	Third and Fourth Tracks.....	6,083 30	82,067 44	88,150 74	May, " 3,094 "	309,400 00
15	Side Tracks.....	14,856 23	679,695 70	694,551 93	June, 1881, 9,280 "	928,000 00
16	Steel Rails.....	1,527 13	990,159 95	991,687 08	June, 1882, 7,011 "	701,100 00
17	Fencing (Stone Wall thro. Allegh. Park)	461 41	17,475 21	17,936 62		
18	Street and Road Crossings.....	.....	1,710 97	1,710 97		
19	Salaries & Exp's of Eng'rs.....	16,112 48	174,684 43	190,796 91		
20	Real Estate & R't of Way.....	31,344 25	1,079,228 20	1,110,572 45		
21	Legal Expenses.....	.....	16,329 73	16,329 73		
	Quo Warranto Case in Circuit Court for Northern District of Ohio.	\$ 219,986 71	\$9,170,097 56	\$9,390,084 27	84,000	\$8,400,000 00

Samuel J. Tilden and Charles Lanier, Trustees, in account with  
the Pittsburgh, Fort Wayne and Chicago Railway Co. First Mort-  
gage Bonds Sinking Fund.

## DR.

1881.			
Dec. 31,	To Balance from 36th Installment.....	\$239,400 92	
1882.			
Jan. 30,	Monthly Installment.....	\$4,375 00	
Feb. 27,	“ “ .....	4,375 00	
March 29,	“ “ .....	4,375 00	
April 28,	“ “ .....	4,375 00	
May 27,	“ “ .....	4,375 00	
June 27,	“ “ .....	4,375 00	
			26,250 00
Jan. 1,	Coupons.....	\$3,500 00	
Feb. 1,	“ .....	8,785 00	
March 1,	“ .....	7,052 50	
April 1,	“ .....	8,557 50	
May 1,	“ .....	8,872 50	
June 1,	“ .....	6,772 50	
			43,540 00
June 30,	Interest from W., L. & Co. on daily balance.....	3,511 04	
			\$312,701 96

## CR.

1882.			
Jan. 28,	By \$ 8,000 Bonds, bot. @ 137½ Int. adj'd.....	\$11,177 92	
Feb. 8,	500 “ “ 136 .....	680 00	
April 26,	2,000 “ “ 140 Int. & Com. adj'd.	2,790 83	
“ 27,	40,000 “ “ 140 “ “ “	56,047 09	
“ 29,	2,500 “ “ 140 “ “ “	3,459 37	
May 16,	1,000 “ “ 139 “ adj'd.....	1,366 67	
“ 18,	1,000 “ “ 140 “ & Com. adj'd	1,389 58	
“ 22,	3,000 “ “ 139 “ “ “	4,144 58	
“ 23,	6,000 “ “ 140 “ “ “	8,401 67	
June 3,	1,000 “ “ 140 “ “ “	1,389 58	
“ 5,	10,000 “ “ 140 “ “ “	13,843 33	
“ 6,	4,500 “ “ 140 “ “ “	6,288 12	
April 27,	4,000 “ “ 140 “ “ “	5,581 67	
			\$116,560 41
	\$83,500		
June 30,	Salary of Trustees, \$500 each.....	1,000 00	
	Balance .....	195,141 55	
			\$312,701 96
June 30,	To Balance.....	\$195,141 55	

CHARLES LANIER,

[E. & O. E.] NEW YORK, Dec. 31, 1882

Trustee.

Samuel J. Tilden and Charles Lanier, Trustees, in account with  
the Pittsburgh, Fort Wayne and Chicago Railway Co. Second  
Mortgage Bonds Sinking Fund.

## DR.

1881.			
Dec. 31,	To Balance.....		\$88,943 67
1882.			
Jan. 30,	Monthly Installment.....	\$ 4,300 00	
Feb. 27,	“ “ .....	4,300 00	
March 29,	“ “ .....	4,300 00	
May 27,	“ “ .....	4,300 00	
June 27,	“ “ .....	4,300 00	
			25,800 00
Jan. 3,	Coupons.....	\$ 4,952 50	
Feb. 1,	“ .....	9,485 00	
March 1,	“ .....	12,425 00	
April 1,	“ .....	11,130 00	
May 1,	“ .....	9,100 00	
June 1,	“ .....	5,355 00	
			52,447 50
June 30,	Interest from W., L. & Co., on daily balances,.....		1,157 05

\$168,348 22

## CR.

1882.			
Jan. 27,	By \$1,000 Bonds, bot. @133 .....	\$ 1,330 00	
“ 27,	8,000 “ “ 135 <sup>1</sup> / <sub>2</sub> Int. adj'd.....	11,004 17	
Feb. 6,	5,000 “ “ 135 .....	6,750 00	
“ 18,	1,000 “ “ 134 Int. & Com.....	1,335 42	
“ 20,	3,000 “ “ 135 “ .....	4,079 17	
March 7,	5,000 “ “ 135 “ .....	6,825 83	
April 13,	4,000 “ “ 134 <sup>1</sup> / <sub>2</sub> “ & Com.....	5,330 00	
“ 13,	5,000 “ “ 133 <sup>1</sup> / <sub>2</sub> Com.....	6,687 50	
“ 27,	3,000 “ “ 137 Int. & Com.....	4,061 25	
“ 29,	7,000 “ “ 138 “ .....	9,496 67	
	5,000 “ “ 138 “ .....	6,929 17	
	7,000 “ “ 138 “ .....	9,683 33	
		Com. on \$19,000....	23 75
June 26,	3,000 “ “ 138 Int. & Com....	4,091 25	
			\$77,627 51
	\$57,000		
June 30,	Salary of Trustees, \$500 each.....	1,000 00	
	Balance.....		89,720 71
			\$168,348 22
June 30,	To Balance.....		\$89,720 71

CHARLES LANIER,

Trustee.

[E. &amp; O. E.] NEW YORK, June 30, 1882.



**Samuel J. Tilden and Charles Lanier, Trustees, in account with  
the Pittsburgh, Fort Wayne and Chicago Railway Co. First Mort-  
gage Bonds Sinking Fund.**

**DR.**

1882.

June 30,	To Balance.....	\$195,141 55	
July 28,	Monthly Installment.....	\$4,375 00	
Aug. 28,	“ “ .....	4,375 00	
Sept. 29,	“ “ .....	4,375 00	
Oct. 28,	“ “ .....	4,375 00	
Nov. 29,	“ “ .....	4,375 00	
Dec. 29,	“ “ .....	4,375 00	
			26,250 00
July 1,	Coupons from Bonds.....	\$ 3,517 50	
Aug. 1,	“ “ .....	10,762 50	
Sept. 1,	“ “ .....	7,297 50	
Oct. 1,	“ “ .....	8,750 00	
Nov. 1,	“ “ .....	9,152 50	
Dec. 1,	“ “ .....	7,542 50	
			47,022 50
Dec. 30,	Interest from W., L. & Co., on daily balances.....	3,338 02	
			\$271,752 07

**CR.**

1882.

July 6,	By \$1,000 Bonds, bot. @ 136½ Int. adj'd & Com .	\$1,383 75	
“ 11,	500 “ “ 136 “ “ “	683 54	
Aug. 12,	500 “ “ 137 “ “ “	682 70	
“ 15,	5,000 “ “ 137 “ “ “	6,914 28	
Sept. 18,	1,500 “ “ 137 “ “ “	2,068 54	
“ 22,	3,000 “ “ 135 “ “ “	4,044 17	
Nov. 22,	4,500 “ “ 138½ “ “ “	6,142 08	
“ 24,	1,000 “ “ 137½ “ “ & Com.	1,364 58	
Dec. 20,	1,000 “ “ 139 “ “ “	1,360 83	
			\$24,644 77
	\$18,000		
Dec. 30,	Salary of Trustees, \$500 each.....	1,000 00	
	Balance.....	246,107 30	
			\$271,752 07
Dec. 31,	To Balance.....	\$246,107 30	

**CHARLES LANIER,**

[ E. &amp; O. E. ] NEW YORK, Dec. 31, 1882.

*Trustee.*

**Samuel J. Tilden and Charles Lanier, Trustees, in account with  
the Pittsburgh, Fort Wayne and Chicago Railway Co. Second  
Mortgage Bonds Sinking Fund.**

## DR.

1882.				
June 30,	To Balance.....			\$ 89,720 71
July 28,	Monthly Installment.....	\$4,300	00	
Aug. 28,	" ".....	4,300	00	
Sept. 29,	" ".....	4,300	00	
Oct. 28,	" ".....	4,300	00	
Nov. 29,	" ".....	4,300	00	
Dec. 29,	" ".....	4,300	00	
				25,800 00
July 1,	Coupons from Bonds.....	\$ 5,197	50	
Aug. 1,	" ".....	9,975	00	
Sept. 1,	" ".....	12,425	00	
Oct. 1,	" ".....	11,550	00	
Nov. 1,	" ".....	9,345	00	
Dec. 1,	" ".....	5,950	00	
				54,442 50
Dec. 30,	Interest from W., L. & Co., on daily balances.....			1,531 27
				\$171,494 48

## CR.

1882.				
July 13,	By \$ 1,000 Bonds, bot. @ 134½ Int. & Com.....	\$ 1,357	92	
Sept. 27,	6,000 " " 134½ " adj'd.....	8,110	83	
Oct. 16,	12,000 " " 136 " " & Com. ....	16,261	67	
Nov. 15,	4,000 " " 136 " " .....	5,422	50	
" 22,	23,000 " " 136½ " " .....	31,360	00	
				\$62,512 92
	\$46,000			
Dec. 30,	Salary of Trustees, \$500 each.....	1,000	00	
	Balance.....			107,981 56
				\$171,494 48
Dec. 31,	To Balance.....			\$107,981 56

**CHARLES LANIER,**  
*Trustee.*

[E. & O. E.] NEW YORK, Dec. 31, 1882.

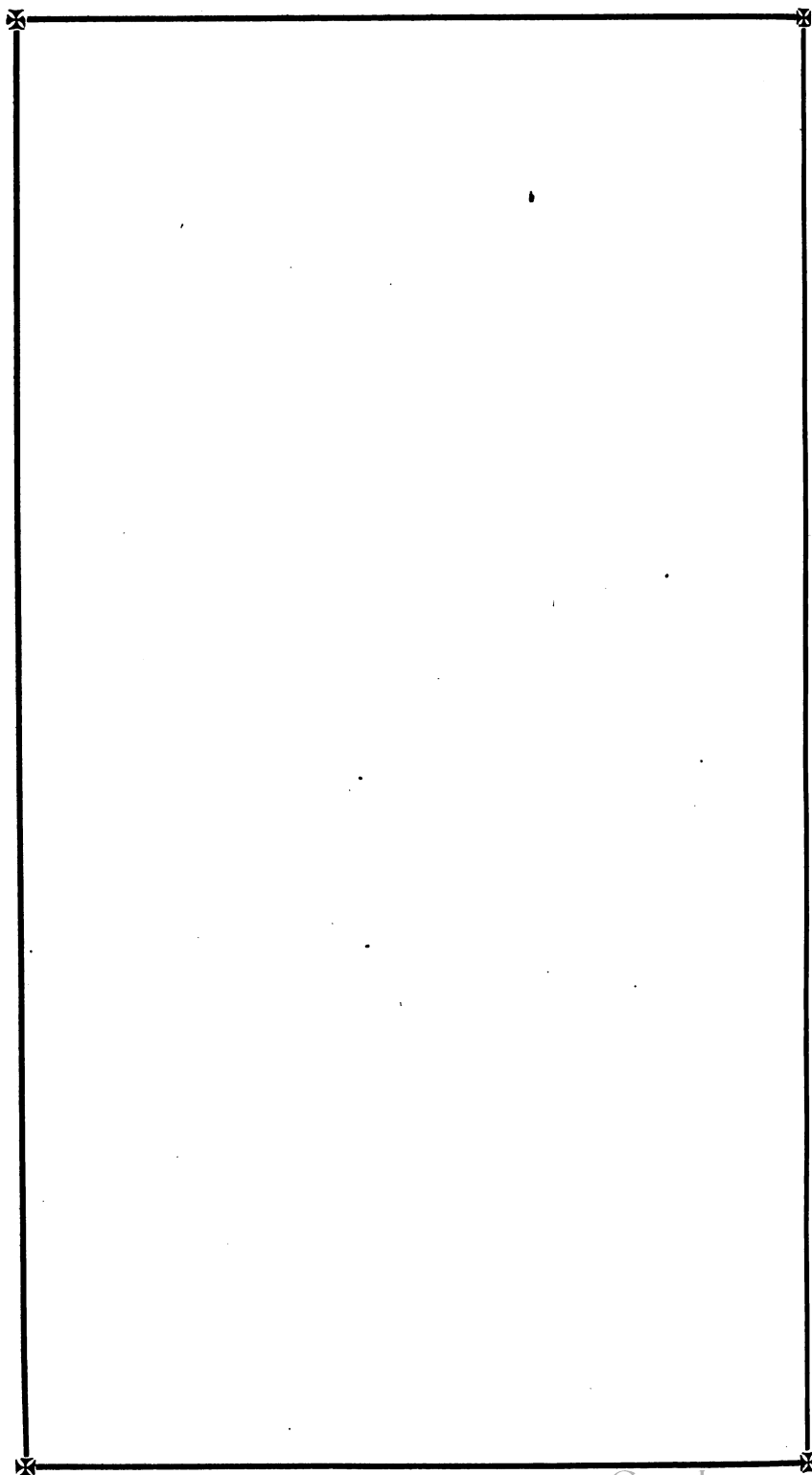
**Memorandum of First and Second Mortgage Bonds Purchased to  
December 31, 1882.**

<b>FIRST MORTGAGE BONDS Issued.....</b>	<b>\$5,250,000 00</b>
Bought to January 1, 1882.....	\$1,236,000 00
“ during six months ending June 30, 1882,	83,500 00
“ “ “ “ “ Dec. 31, 1882,	18,000 00
Total bought at Dec. 31, 1882.....	<u>1,337,500 00</u>
Outstanding Dec. 31, 1882.....	<u><u>\$3,912,500 00</u></u>
 <b>SECOND MORTGAGE BONDS Issued.....</b>	 <b>\$5,160,000 00</b>
Bought to January 1, 1882.....	\$1,484,500 00
“ during six months ending June 30, 1882,	57,000 00
“ “ “ “ “ Dec. 31, 1882,	46,000 00
Total bought at Dec. 31, 1882.....	<u>1,587,500 00</u>
Outstanding Dec. 31, 1882.....	<u><u>\$3,572,500 00</u></u>

[E. & O. E.] NEW YORK, Dec. 31, 1882.

**CHARLES LANIER,**  
*Trustee.*

L. H. M. YER  
ON FILE.

















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